

## Increasing capacity on our nation's transportation system will:

- Unlock Gridlock,
- Generate Jobs,
- Deliver Freight,
- Access Energy,
- Connect Communities

### Did you know?

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

"Across the state, Oregon DOT is building transportation infrastructure to serve new industrial developments to support the nation's economic recovery and create family-wage industrial jobs. By expanding interchanges that serve industrial lands and fixing bottlenecks that slow trucks, we are securing a healthier transportation infrastructure and helping Oregon companies create jobs and get their goods to national and international markets."

—Matthew Garrett, Oregon Department of Transportation Director



## Freight Capacity Needs

**Interstate 5 Southern Oregon Truck Climbing Lanes**

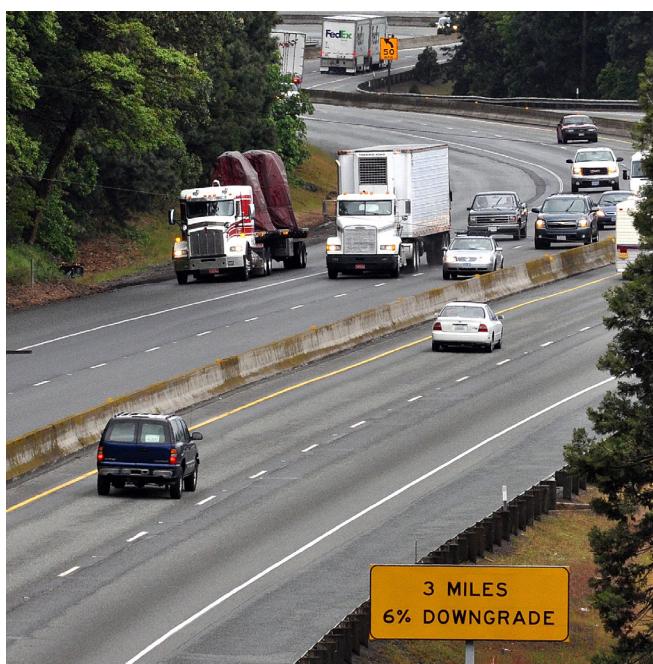
**Interstate 84 Troutdale Interchange**

**Interstate 5 Kuebler Boulevard Interchange**

**U.S. 26 Brookwood Interchange**

## Interstate 5 Southern Oregon Truck Climbing Lanes

Interstate 5 is the West Coast's major trade corridor and one of the top freight routes in the nation. As it passes through Douglas, Josephine, and Jackson counties in southern Oregon, I-5 travels through rugged mountain terrain with steep grades. According to a recent report from the Federal Highway Administration, five of the top 25 steep-grade truck bottlenecks on the nation's freeways are on this stretch of I-5. Together, these steep grades cause nearly 1.3 million annual hours of delay for trucks.



*A number of steep grades on Interstate 5 in southern Oregon—including this 6% grade—force heavy trucks to travel at a crawl. Traffic jams and crashes occur when slow-moving trucks pass even slower-moving trucks.*

## Capacity Needs *continued*

Trucks traveling on I-5 in southern Oregon are slowed down significantly as they drive up these steep grades, often to 20 mph or less. Since this section of freeway has only two lanes in each direction, many trucks choose to use the shoulder to crawl up the mountains, which is not lawful and causes safety concerns. Other trucks remain in the righthand lane and slow traffic behind them. Still other slow-moving trucks get in the left lane to attempt to pass trucks that are moving even more slowly, which can lead to significant delays for other vehicles stuck behind the trucks. These sections of freeway also suffer from a crash rate about 40% higher than the statewide average for I-5. With truck volumes expected to significantly increase on I-5 by 2025, a number of these steep grades are expected to produce congestion that will rival urban freeways.

Oregon DOT and the Federal Highway Administration have identified the need for truck climbing lanes at multiple locations in southern Oregon. These projects will add a third lane to the uphill section of freeway, allowing passenger vehicles and trucks to pass slow-moving trucks without bringing freeway traffic nearly to a halt. These projects will also allow the shoulder to be used as intended for disabled or emergency vehicles and address safety problems at these locations. The cost of addressing all of these needs exceeds \$100 million.

## Interstate 84 Troutdale Interchange

The interchange at Interstate 84 and 257th Avenue in Troutdale is a major crossroads for the eastern portion of the Portland metropolitan region. The interchange is a major center for truck traffic traveling through the Columbia River Gorge.

Freight traffic through the interchange will increase as the Troutdale Reynolds Industrial Property, owned by the Port of Portland, is developed. This site, which has good access to the Union Pacific rail line, I-84, and the Troutdale Airport, is expected to attract thousands of family-wage industrial jobs when it is fully developed. One major tenant, FedEx Ground, has already begun construction of a facility at the Reynolds Industrial Property that will employ hundreds and bring additional truck traffic to the area.



*Troutdale Reynolds Industrial Park is located between the Columbia and Sandy Rivers and bordered by the Troutdale Airport and Marine Drive. The 350-acre property has direct access to Interstate 84 and close proximity to I-205 and Portland International Airport. The former Brownfield site is being transformed into a thriving jobs center for a mix of industrial uses*

## Capacity Needs *continued*

However, the interchange's deficiencies could hamper job creation at the industrial park. The interchange area is highly congested in the peak hours, and the interchange design requires trucks to travel out of direction on a long congested loop before they can access the commercial and industrial properties north of I-84. The interchange also has serious safety deficiencies, particularly when traffic backs up onto the freeway, causing a high number of crashes to take place in the interchange area.

Oregon DOT is working with the Port of Portland and city of Troutdale to address these problems at the interchange. Improvements will enhance safety, reduce congestion on I-84 and at the interchange, and provide better access to the Reynolds industrial site to facilitate job creation.

## Interstate 5 Kuebler Boulevard Interchange

The Mill Creek Corporate Center in southeast Salem is the largest undeveloped industrial site along the entire I-5 trade corridor. It represents one of Oregon's best opportunities to create a large number of family-wage industrial jobs. The center is a 514-acre business park that is being developed on land near the confluence of I-5 and Oregon 22, making it ideally situated near the West Coast's most important north/south route as well as the Mid-Willamette Valley's major east/west connection.

Because of this excellent access to the transportation system, the center is expected to become a major warehousing and distribution center supporting 5,000 jobs. FedEx Ground has already opened a distribution center and economic development officials recently announced a deal to build a half-million-square-foot Home Depot warehousing and distribution business that is expected to employ 175 people later this year.



*Giant cranes load and unload containers from a container ship at the Port of Portland's Terminal 6. Terminal 6 is the Columbia River's only deep-draft container terminal. Container ships like this one carry hundreds of thousands of containers to and from our region's businesses each year.*

While the Mill Creek Corporate Center will benefit from close proximity to major highways, the main interchange connecting the industrial park to I-5 at Kuebler Boulevard does not have sufficient capacity to support the additional freight volumes and automobile traffic that will be generated by the development. The interchange is currently a low-capacity interchange with just two ramps providing access to I-5. As a result, traffic seeking to get on I-5 from east of the freeway can't efficiently access it, and traffic turning onto the freeway can contribute to backups.

## Capacity Needs *continued*

Oregon DOT is currently building a ramp connecting westbound Kuebler with northbound I-5, which will allow free access to northbound I-5 for trucks coming from the center. The Oregon Jobs & Transportation Act, which was passed by the 2009 Oregon Legislature, allocated most of the funding needed to make additional improvements to the interchange. These include building a ramp from westbound Kuebler to southbound I-5 that will allow trucks to avoid having to turn left against traffic.

## U.S. 26 Brookwood Interchange

The city of Hillsboro has been a focal point for industrial development. It has experienced growth in three significant industrial clusters: electronic/computer, biopharmaceutical, and green energy photovoltaic solar manufacturing. Hillsboro is poised to absorb significant additional industrial development.

The U.S. 26 interchange with Helvetia Road/Brookwood Parkway, constructed in the 1980s as a low-capacity rural interchange, now serves as the key gateway to Hillsboro's industrial high-tech employment center. The interchange has reached 98% of capacity and is effectively restricting future industrial expansion on approximately 850 buildable acres of existing vacant and newly designated industrial land that is expected to support an additional 20,000 jobs for the region in the next 20 years.

The interchange is a critical access point, currently serving the mobility needs for more than 25,000 employees. It also serves truck traffic generated by raw materials supply and finished product distribution associated with these major industries. A significant share of travel to and from the Hillsboro Airport, Oregon's second busiest airport, and adjacent air-freight-related industrial property being developed by the Port of Portland also passes through this key interchange. The interchange is also a key freight gateway to Washington County's agricultural and commercial timber land located west of the Portland region.

The Portland region's population is expected to grow by approximately 1 million people, almost 40%, between 2000 and 2025. The Portland-area metropolitan planning organization has planned to accommodate a significant share of the regional employment capacity in the area served by this critical interchange. However, with the interchange at essentially full capacity, reconstruction of the interchange will be needed to support this level of development.