

Frequently Asked Questions:

1. Where did this idea come from?

Answer: The existing concept that is being carried forward was developed as the preferred alternative by ODOT in the Expressway Management Plan, which was completed in March 2010 and subsequently adopted by ODOT and Polk County.

2. Is this an ODOT Project or a Polk County Project?

Answer: This is a Polk County Project being funded by ODOT.

3. What public process was followed for adopting the current preferred alternative?

Answer: During the course of developing the Expressway Management Plan (EMP), there were several open houses held to provide outreach to stakeholders and interested citizens. Appendix K of the EMP (www.co.polk.or.us/cd/planning/or-22-w-expressway-management-plan), summarizes the public outreach activities prior to 2007. Another open house was held in December 2007. To validate the planning effort that had taken place and the proposed concepts that had been selected for implementation, both ODOT and the County had to go through an endorsement phase or plan adoption process. After Polk County incorporated the EMP into its Transportation System Plan, the Oregon Transportation Commission adopted the OR 22(W) Expressway Management Plan on behalf of ODOT. Both these endorsements were part of a public process.

4. Has the road layout been finalized?

Answer: No. While the corridor has been identified (Doaks Ferry Rd. to 2nd St. to Riggs St. to 22W), the exact footprint has not yet been identified. The preliminary design is currently underway and Polk County is surveying the topographic features to assist in a refined layout. We expect to have a preliminary layout by the middle to latter part of July.

5. How will this improve safety?

Answer: The most dangerous turning movement is the left turn from Doaks Ferry onto 22W. The existing connection point is in the middle of two curves, making it difficult to track the lane positions and approach speed of 2 lanes in each direction. In addition, the curvature of the roadway makes it more difficult to use the center turn lane as a refuge/acceleration lane when making a left turn onto 22W. Relocating the access point to a straighter section of 22W improves the visibility for drivers making this left hand turning decision. While sight distance to the east will not change appreciably, sight distance to the west will nearly double. This improves a driver's ability to "get a read" on what is coming from the west before looking left for a gap to pull out into the center lane.

This improvement will also provide local residents of Riggs St., Shaw St, and Mill St. much safer access to Doaks Ferry Road by eliminating the need to make a left turn onto 22W followed by a left turn into Doaks Ferry Road from 22W.

6. Will the existing connection point of Doaks Ferry Road remain open?

Answer: While the design is just beginning, our expectation is that topographic constraints will likely prevent the existing connection from remaining open.

7. How long until the remaining backage roads and interchange are constructed?

Answer: This will depend on the availability of future funding, however, there is currently an ODOT project underway that is funded with \$8.2 million in federal funding to identify the layout and right of way needs for the NE and SE quadrants of the interchange connections and begin right of way acquisition and development of the backage roads.

8. How will I be impacted?

Answer: Assessing your impact at this stage may be difficult until Polk County has refined the preliminary design. We plan to avoid relocation of structures when we can reasonably do so. Additional right of way will most likely be purchased to avoid impacts to structures. Short term impacts will be those typically associated with construction: disruption of access or service, noise, dust, etc. Long-term impacts will include increased traffic, loss of property use (owners will be compensated), improved access to Doaks Ferry Road, etc. Polk County understands that not all impacts will be positive ones. However, we believe that the proposed re-alignment will provide a significant safety benefit to the thousands of drivers who currently use the existing intersection.

9. Will there be opportunities for local residents to comment on the proposed design as the project moves through the design and engineering phase?

Answer: Yes. There will be a public Open House to solicit comments on design concepts. Following that meeting, there will be at least one other opportunity for the public to provide comment on the design of the proposed project.

10. What street illumination is anticipated?

Answer: There will definitely be illumination where the new alignment connects with OR 22W. Additional illumination beyond this has not been determined at this time. We welcome public input from local residents regarding illumination at the intersections of Mill and Shaw with the new alignment.

11. Will there be sidewalks and bike lanes in the new alignment?

Answer: Our proposed design concept includes 6 ft. paved shoulders on each side of the road for shared bicycle and pedestrian use.

12. What will the speed limit be for this new alignment?

Answer: At this time, we expect to have a 35 MPH speed limit.

13. If the County needs to take some of my property for Right-of-Way, what will the process be?

Answer: You can expect to be treated fairly and receive an equitable compensation for any property that is acquired. Some other things you can expect during this process are:

- Polk County will have your property appraised by an independent appraiser.
- You will be invited to accompany the appraiser during the property inspection.
- You will be provided with a written offer of just compensation.
- Polk County will reimburse you for expenses resulting from the transfer of title (recording fees, prepaid real estate taxes, or other expenses).

14. When will I know if the County needs to acquire some of my property?

Answer: After completion of the preliminary design. We expect be at this point during Fall 2014.