

**COLUMBIA DEVELOPEMNT AUTHORITY
INDUSTRIAL AREA CONNECTOR ROAD
PRE-DESIGN REPORT SUMMARY
December 11, 2023**

Introduction

This Preliminary Design Report has been prepared for the Columbia Development Authority's (CDA) Industrial Area Connector Road project (Project) located on the former Camp Umatilla property in Umatilla and Morrow Counties. The intent of this report is to determine appropriate roadway design criteria and assumptions, identify the preliminary roadway alignment and cross-sections, prepare preliminary cost estimates, and outline next step tasks to ensure the completed Project meets the goals of the CDA.

Project Description

The proposed project includes construction of an industrial access road to facilitate development of industrial properties owned by CDA. The project extents are from the southwest boundary of the CDA property, east to the Oregon Military Department (OMD) Camp Rees entrance near Exit 177 on Interstate 84, continuing to Exit 10 on Interstate 82 (Westland Road) on the east end. Total project length is approximately 6.1 miles. The proposed improvements include construction of an intersection with Cedar Street at the main entrance to Camp Rees, connection to the existing freeway ramps at I-82 Exit 10, and several connections to existing access roads along the length of the new roadway.

Design Criteria and Assumptions

The roadway will function as a rural arterial for access to industrial lands with the potential for significant truck traffic. The connection to Exit 10 will be designed to accommodate future ramp improvements in accordance with ODOT's Exit 10 IAMP. The cross-section consists of a 14-foot travel lane with a 4-foot paved shoulder in each direction.

Design Criteria Summary

- Roadway Classification – Rural Arterial
- Design Speed – 45 MPH
- Design Vehicle – WB-67 (Interstate Truck/Trailer)
- Right-of-Way – 100 feet

Design Assumptions

- 14 foot travel lanes and 4 foot paved shoulders in each direction.
- Roadway section of 6 inches of asphalt concrete pavement over 12 inches of aggregate base. This section is subject to change pending the completion of the Geotechnical Report and Pavement Design
- Storm drainage will be accommodated on-site through roadside infiltration swales.
- Assumed 100-foot ROW dedication to Umatilla and Morrow Counties

Roadway Alignment

West of the main entrance to Camp Rees (adjacent to Exit 117), the roadway will generally abut the south property line adjacent to the UPRR rail line. East of the main entrance, the proposed alignment curves to the north to accommodate future development on both sides of the roadway. Several existing access roads are present that will connect to the proposed roadway as well as potential future access roads. Many utility and access easements exist along the proposed alignment and these will need to be accommodated as design progresses.

Existing and Future Utilities

Many existing utilities are present along the proposed alignment. The proposed roadway section includes a 20 foot wide dedicated utility easement for future utilities including water, sewer, gas, telecommunications, etc. On the west portion of the project this easement will be located only on the north side of the roadway. On the east portion, utility easements will be located on both sides of the roadway. As design progresses, potential utility crossing locations will be identified in order to avoid roadway cuts in the future.

Preliminary Construction Cost

The total project budget is currently \$7 Million, and it is unlikely that the full project length can be constructed within that budget. Preliminary construction costs were prepared for both the full project as well as a 'Base Bid' project with up to 4 additive alternatives. These costs are summarized below.

Project Section	Total Estimated Cost (Section)	Total Estimated Cost (Base plus Additives)
Base Project	\$5.0 M	
Main Entrance (Exit 177) east to Exit 10 Sta. 228+00 thru 324+00		
Additive 1	\$1.5 M	\$6.5 M
Main Entrance west to County Line Sta. 190+00 thru 228+00		
Additive 2	\$2.5 M	\$9.0 M
County Line west to Juniper Rd (CDA Restricted Parcel) Sta. 130+00 thru 190+00		
Additive 3	\$2.9 M	\$11.9 M
Juniper Rd west to A Ave (CDA Unrestricted Parcel) Sta. 60+00 thru 130+00		
Additive 4	\$2.5 M	\$14.4 M
A Ave. west to CDA Boundary Sta. 1+00 thru 60+00		