



**CHECKLIST OF ATTACHMENTS:**

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

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# Lane County Board of Commissioners

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## Region 2 Large Project Summary

### **I-5 at Coburg Interchange**

#### **Problem**

The existing I-5/Coburg Interchange was built in 1958 and 1959. The structure over I-5 is narrow, lacks bike lanes and sidewalks, and was built to accommodate low volumes of traffic and rural uses. Current land uses around the interchange are predominantly industrial and heavy commercial and are primarily truck oriented. The truck percentage is one of the highest along Interstate 5. Currently, industrial uses create peak hour backups at the ramps. There are large tracks of vacant industrial and commercial land near the interchange that, if developed, will degrade the safety, operations, mobility, and access at the interchange. The concentration of recreational vehicle manufacturing presents opportunities for further expansion of family-wage jobs in Coburg that would result in additional traffic at the interchange.

#### **Related Projects**

An \$8,000,000 federal earmark, and an additional \$1,000,000 budget allocation, was included in the recently adopted federal transportation bill. \$3,000,000 has been previously allocated from federal sources for PE and Environmental work. Lane County has programmed \$2,500,000 local match for this earmark. Total identified funding is \$14,500,000. This project was amended into the constrained project list in the Central Lane RTP in August 2005 by the Metropolitan Policy Committee (MPC). Lane County has invested about \$4.5 million in county road improvements in Coburg west of the interchange. The most recent project in 2002 installed a traffic signal on Pearl Street and Coburg Industrial Way and widened Pearl Street to five lanes west of the interchange. ODOT safety funds were used to lengthen the northbound off-ramp and to install a traffic signal at the ramp terminal on the east side of the interchange. This interim improvement improved queuing and safety problems related to the early morning commute period. The City of Coburg, ODOT, and Lane County are working on an Interchange Area Management Plan. Funding is now in place to proceed with an Environmental Assessment for the interchange replacement. Recent ODOT cost estimates have increased from \$12,500,000 to about \$20,000,000. This amount will be refined during the NEPA and project scoping process.

#### **Next Steps**

- 1. Complete and adopt the Interchange Area Management Plan (IAMP)**
- 2. Proceed with the NEPA process for this project.**
- 3. Fund the gap in construction funding for this project if possible.** Attempt to control the scope and cost of the interchange project to fit within, or closer to, the identified funding. This could be with STP-U funds, conventional STIP funds, economic development funds, or private contributions.
- 4. Reconstruct the interchange** providing a four-lane (with turning lanes) structure over I-5 with bike lanes, sidewalks, and a vertical profile meeting current standards. Revise and improve ramps, ramp terminals, and traffic controls at the ramp terminals. Complete median treatment and Pearl Street connection to the interchange. Implement access control strategies through an Interchange Area Management Plan. Relocate Roberts Road, and its intersection with Pearl Street, to the west. Study the need to relocate Stuart Way to the west.

# Lane County Large Project

I-5 / Coburg Interchange

