

2008 - 2011 Statewide Transportation Improvement Program
Region 2 Large Projects

PROJECT NAME	HIGHWAY	MILEPOINT		COST ESTIMATE	FUNDING HISTORY*	PURPOSE AND NEED	CURRENT STATUS OF PURPOSE AND NEED
		TO	FROM				
AREA 1							
Airport Road - Dooley Bridge	US 101	18.8	22.6	\$45,000,000	OTIA & STIP - \$32,000,000	Enhance traffic circulation and safety on US101 in Seaside, including new one-way couplet in south portion of project, 5-lane section with center turn lane in the north portion of the project, bicycle lanes, crosswalks, traffic signals and replacement of Dooley and Neawanna bridges.	Project rejected by voters May 17, 2005. Funding reallocated to other projects in Region 2 per OTC decision June 15, 2005.
AREA 3							
Newberg-Dundee Transportation Improvement Program	OR 99W	21.00	29.79	\$ 400,000,000	98-01 STIP 00-03 STIP 02-05 STIP 04-07 STIP 06-09 STIP - \$13,890,000	OR 99W/OR18 is the major corridor between the Portland metro area and the central Oregon Coast. The corridor in the Newberg-Dundee area experiences severe congestion during weekend peak periods from pass-through traffic. Weekday peak period congestion has increased as well.	Tier 1 (Location) EIS (ROD anticipated late summer 2005)
Woodburn Interchange	I-5/OR 214	271.53	272.87	\$ 37,000,000	02-05 STIP 04-07 STIP 06-09 STIP - \$14,705,000	The existing interchange experiences congestion especially during afternoon peak periods. Congestion is expected to worsen as a result of existing and anticipated planned development.	Environmental Assessment (published July 2005)
OR 22 @ OR 51 Interchange	OR 22/OR 51	20.03	20.75	\$ 20,000,000	04-07 STIP 06-09 STIP - \$4,060,000	The intersection of OR 22 and OR 51 in Polk County is projected to operate above Oregon Highway Plan Mobility Policy standards in the near future. The intersection also has a crash rate higher than the statewide average.	Expressway Management Plan (completion late 2005)
OR 22 @ Cordon Road Interchange	OR 22	2.61	2.98	\$ 20,000,000	2004 earmark - \$500,000 City of Salem - \$200,000 Marion County - \$60,000	Significant industrial and office development is expected to occur in the area of Cordon Road near where it crosses OR 22. This project will improve access to the property.	Salem TSP/SKATS RTSP
Salem River Crossing				\$ 200,000,000	2004/2005 earmarks - \$1,150,000 SKATS STP - \$1,000,000 City of Salem - \$200,000	The existing Salem bridges carry more traffic than I-5 at Market Street. They are the only connection from the downtown area to West Salem and the only connection across the Willamette River for a significant distance in either direction. The bridges currently have sufficient capacity to carry the anticipated traffic demand, however, the bridgeheads experience severe congestion during AM and PM peak periods.	Salem TSP/SKATS RTSP (Willamette River Crossing Capacity Study)

OR 18 - Valley Junction - Fort Hill	OR 18	22.90	23.85	\$ 32,000,000	No STIP funding to date	OR 18 is the major connection between the Portland and Salem areas and the central Oregon Coast. This highway is also the major access to two tribal casinos which are major tourist attractions. The highway in this area experiences sever congestion during the week end peak periods.	OR 18 Corridor Refinement Plan - H.B. Van Duzer Forest Corridor to Steel Bridge Road
I-5 - Kuebler Blvd. - Illahe Crossing	I-5	247.10	251.14	\$ 120,000,000	No STIP funding to date	I-5, south of Kuebler Boulevard, is projected to operate well below Oregon Highway Plan standards in the near future. This project would complete the widening of I-5 through the Salem area.	EIS (ROD in 1985)
I-5 - Santiam River - Illahe Crossing	I-5	240.69	247.10	unknown**	No STIP funding to date	Oregon Highway Plan Mobility Policy standards are currently exceeded on this portion of I-5. Congestion and safety issues will need to be addressed.	Marion County TSP Update (to be adopted late summer 2005)
AREA 4							
I-5 - OR 34 to Santiam River	I-5	240.69	228	unknown**	No STIP funding to date	The Millersburg I-5 Refinement Plan and the Albany I-5 Refinement Plan establish the need for additional travel lanes, elimination of the Viewcrest and Murder Creek Interchanges and replacement with a new Tank Farm/Berry Drive Interchange near MP 236.5. Existing traffic volumes result in freeway mobility and interchange mobility conditions that exceed OHDM Standards and OHP Standards.	2005 Linn County Comprehensive Plan Amendment has been approved authorizing six travel lanes on I-5 between the Santiam River and ORE-34 and approving replacement of the Viewcrest and Murder Creek Interchanges with a new interchange near MP 236.5 (Tank Farm Interchange). The Albany Transportation System Plan includes reconstruction of the Knox Butte and Santiam Interchanges, and additional travel lanes through the section.
I-5/Tank Farm Road Interchange	I-5	238.22	235.6	\$29 (includes realignment of freeway lanes)	No STIP funding to date	The Millersburg I-5 Refinement Plan establishes that the Tank Farm Interchange is constructed and the Viewcrest and Murder Creek Interchanges are eliminated. OHP mobility standards are being exceeded within the section. The refinement plan solution addresses congestion, safety and connectivity with the local system	2005 Linn County Comprehensive Plan Amendment establishes the purpose and need and likely solution for the project.
I-5/Knox Butte Interchange	ORE-99E	0.65	0	unknown**	No STIP funding to date	The Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.	The purpose and need, and likely solution is included in the Albany TSP.

I-5/Knox Butte Interchange	I-5	235.01	233.64	unknown**	No STIP funding to date	The Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.	The purpose and need, and likely solution is included in the Albany TSP.
US 20 Interchange	US-20	1.45	0.71	unknown**	No STIP funding to date	The Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.	The purpose and need, and likely solution is included in the Albany TSP.
US 20 Interchange	I-5/US 20	233.64	232.5	unknown**	No STIP funding to date	Albany I-5 Refinement Plan establishes that the Knox Butte and Santiam Interchanges are to be reconstructed, adding a Knox Butte SB onramp and a Santiam Interchange SB off-ramp. Santiam Interchange bridge will need widening to address congestion. OHP mobility standards are being exceeded within the section of I-5 and US-20. The refinement plan solution addresses congestion, safety and connectivity with the local system.	The solution is included in the Albany TSP.

Van Buren Street Bridge Replacement	ORE-34	0.34	0	\$15-19	\$4.2 (2009-2009 Draft STIP; does not includes funding to paint existing bridge)	The purpose of the project is to increase capacity; improve traffic flow and safety; maintain connectivity; and meet multimodal transportation needs for the area served by the Willamette River (Van Buren Street) Bridge. The project is needed because the existing bridge (constructed in 1913) is functionally and geometrically obsolete and cannot feasibly be repaired or widened to improve traffic flow and capacity or to meet multimodal needs for the projected demand 20 years into the future. The existing bridge was judged to be functionally obsolete in the 1970s and has been slated for replacement since that time.	Corvallis, Benton County, and Linn County have each identified the need to replace the Van Buren Street Bridge in their respective transportation plans.
Corvallis Bypass - North Leg	US 20	?	?	\$16	No STIP funding to date	The purpose of the project is to provide an alternate route for through traffic, particularly heavy truck traffic, oss that it can bypass the downtown business district of Corvallis. This phase of the entire bypass would result in 2 lanes and an at-grade intersection with ORE-34.	A goal exception and plan amendment was accomplished before completion of the 1983 FEIS. The 1996 City of Corvallis TSP identifies the project as needed for a population of 62,500.
US 20 - Newton Creek to Neer Street	US 20	54.39	51.33	\$18 (1992 estimate)	No STIP funding since mid-1990s	The purpose of this project is to provide the needed highway capacity for motorized vehicles, bicyclists and pedestrians, the transportation system connectivity, and where necessary, property access, to allow this section of US-20 to operate as expected for a statewide highway freight route, twenty years after project construction.	Project is included in the 1996 Corvallis, 2001 Benton County and 1999 Philomath TSPs. Environmental Assessment completed 1992, Hearing Study Report completed in 1994. No REA published.
US 20 - Circle Drive - Albany Willamette River Bridges	US 20	10.44	2	\$16	No STIP funding.	The purpose of this project is to provide the needed highway capacity for motorized vehicles, bicyclists and pedestrians, the transportation system connectivity, and where necessary, property access, to allow this section of US-20 to operate as expected for a regional highway, twenty years after project construction. Existing traffic volumes, and turning movements exceed the OHP mobility standards.	Project is included in the 2001 Benton County TSP, identified as a need 2010-2020.

US 101 - Logan Road - 23rd Street	US 101	113.82	112.78	\$25	\$0.75 (2006-2009 STIP)	Traffic congestion impacts the US-101/Logan Road intersection and the 2-lane section to the south. V/C ratios at the intersection in 2004 = 0.90, projected in 2025 at 1.50. The highway section south of the intersection is 2-lane and over capacity in the design hour. Continued development in the Lincoln City area in response to tourism call for four travel lanes, sidewalks and bike lanes south of the intersection; to include 3 left-turn lanes and 3 through lanes for NB; 1 left-turn lane, 3-through lanes and 2 right-only lanes for a V/C of 0.90 in 2025.	Intersection and highway section identified by TPAU in 2005 Draft Lincoln City TSP.
Spencer Creek Bridge - Unit 2	US 101	134.34	134.05	\$17	\$8.358 (Unit 1)	Unit 2 will shift the highway alignment 50 feet east of the current highway alignment to control erosion that is impacting the current alignment.	Purpose and Need is defined in the 2003 DEIS
AREA 5							
I-5/Beltline Road Interchange	I-5	194.5	196.5	\$125m	06-09 STIP - \$72.5 06-09 STIP - \$3m (phase 3)	The purpose of this project is to correct the operational and safety deficiencies of the existing I-5/Beltline interchange and the Beltline/Gateway intersection. Improvements would meet current and projected traffic demands, support community vitality and livability, provide improved bicycle and pedestrian connectivity, and minimize impacts to the natural and human environment.	Revised Environmental Assessment - FONSI July 2003
West Eugene Parkway	OR 126	5.8 miles of new alignment		\$169m	06-09 STIP - 17.7m (Unit 1 Part A)	The primary purpose of the West Eugene Parkway project is to support orderly and planned growth in West Eugene by improving the transportation of people, freight and services through and to the western half of the City of Eugene, between Highway 126 to the west and the I-5/105 corridor to the east, thereby improving access between Eugene and West Eugene business and residential neighborhoods and points west of the project area.	SFEIS in process, ROD anticipated by Spring 2006.
I-5/Coburg Interchange	I-5	198.5	199.5	\$20m	\$3m - 2004 Federal Annual Authorization \$2.5m - 2005-2009 Lane County CIP	Purpose and Need pending IAMP completion.	IAMP in development, OTC and Local adoption anticipated Spring 2006. Federal Annual Authorization to cover NEPA.
River Road - Coburg Road	Beltline Rd.	8	12	unknown**	06-09 D STIP - \$1m (pending facility plan completion)	Facility planning effort to develop purpose and need. Currently highst volume roadway in MPO area, with associated congestion and safety problems	Facility Plan scheduled to begin June 2006

I-5/Franklin Proposed Interchange	I-5	188	194.5	unknown**	Region 2 Planning Budget - 500k to complete phase 2	To be developed as part of Phase 3	Developing problem statement as part of currently funded phase 2 refinement plan now underway.
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** - because dollar amounts in the STIP are not additive from one STIP cycle to the next, the amount indicated is for the most recent STIP update only. References to previous STIP updates are provided to indicate the funding*
*** - these projects are very conceptual and have not completed a level of planning to provide a cost estimate, however, each project is over the \$15 million threshold.*