

**H.B. VAN DUZER
FOREST CORRIDOR
TO
STEEL BRIDGE ROAD**

*Oregon Highway Routes
Salmon River Highway ORE-18
Three Rivers Highway ORE-22*

**CORRIDOR
REFINEMENT PLAN**

Executive Summary

June 2001; Amended and Edited May 2004

Executive Summary

ORE-18 Corridor Plan

H.B Van Duzer to Steel Bridge Road Refinement Plan

This document is the Executive Summary of the H.B Van Duzer Forest Corridor to Steel Bridge Road Corridor Refinement Plan. It includes information updating the original June 2001 summary document to May 2004. This summary contains solutions selected by the Steering Committee and steps for implementation (phasing). Information concerning other alternatives and options are documented in the full plan.

Introduction/Background

The Corridor Refinement Plan is the culmination of a planning process that began in 1995 with the start of the *Portland to Lincoln City Corridor (Oregon Highways 99W and 18) Interim Strategy*. The *Strategy* was adopted in 1997 and refinement planning began in 1998. The refinement plan deals with an approximately 9.43-mile portion of the corridor from the H.B. Van Duzer Forest Corridor to Steel Bridge Road near Willamina. Development of the Refinement Plan and a Location Environmental Assessment overlapped, resulting in revisions to the Refinement Plan. Work on both documents was completed in 2004.

Fatal crashes and congestion are the major problems in the study area. Fatal crashes have been significantly above the state average. Since 1994, traffic volumes on ORE-18 have more than doubled. Traffic projections show that a 50% increase in traffic is to be expected in the next 20 years.

Conditions that currently exist only on summer weekends are projected to extend to other times, occurring on weekdays from spring to fall.

A Steering Committee, consisting of elected and appointed officials from the local jurisdictions, local citizens, ODOT and other state agency staff, guided development of the refinement plan. Public involvement efforts were extensive, resulting in high attendance for events.

The Preferred Solution was selected after reviewing various alternatives and options for more than four years. Potential solutions came from several sources, but many were partially or fully based on suggestions from local citizens.

The Steering Committee rated improving safety as the critical element in the decision process. A secondary purpose of improvements is congestion relief and reduction. Cost was a major consideration. The Preferred Alternative includes phasing construction to respond to the funding capability of the state and local jurisdictions over the 20-year planning period. Historic preservation, especially in Grand Ronde, was an important influence on evaluating various alternatives and options. In other areas, environmental issues such as wetlands, threatened and endangered species, and flooding were key considerations. Impacts on land use, and especially existing business operations, played an important part in evaluating

possible alternatives before arriving at the Preferred Solution.

Preferred Solution

The attached [Figure 1](#) and [Figure 2](#) depict the refinement area transportation system that would exist after all improvements are made.

ORE-18 will be a four-lane highway through the refinement area with a non-traversable (closed) median along most of its length. Interchanges will replace the at-grade intersections at Grand Ronde Road, Valley Junction, and at Fort Hill Road/South Yamhill River Road. The Fort Hill Road/South Yamhill River Road intersection will be replaced with an interchange located about ½ mile east of the current intersection. Local service roads will provide opportunities to ease travel constraints for automobiles, bicycles, and pedestrians, especially in the Grand Ronde and Fort Hill communities. Direct property approach roads onto ORE-18 will be reduced by more than half, with turning movements at remaining approach roads limited to right-turn in, right-turn out. Left-turn lanes will be provided on ORE-18 at Rowell Creek, Jahn, Fire Hall, and A.R. Ford Roads. Improvements to four areas of ORE-22 between Valley Junction and Grand Ronde Agency complete the system improvements.

The following sub-sections discuss aspects of the Preferred Solution in greater detail.

CAUTION: All distances are approximate. Final designs consider actual survey data and may result in some adjustments. This is a planning document and does not contain engineering design-level information.

Four-Lane Divided Highway

The highway will have four travel lanes that are 12 feet in width and a raised median. The actual width of the median may vary between 14 feet and 22 feet, depending on final design. Two 6-foot paved shoulders will provide space for pedestrian and bicycle traffic. The shoulders and additional lanes also will improve the highway's ability to continue to operate, albeit slowly, when accidents or vehicle breakdowns occur.

The highway widening, in conjunction with median closure, is expected to reduce fatalities from head-on collisions. It will also provide passing opportunities to accommodate vehicle speed differences. Four lanes will provide the capacity to allow the highway to operate as required through 2018.

Highway widening is expected to reduce the number of fatalities, but by itself, probably would not significantly reduce the total number of crashes. Overall, non-fatal crashes on ORE-18 are primarily associated with vehicles turning to or from other roads. Limiting the total number of road intersections with ORE-18 and the types of turning movements that can occur at the intersections that remain is necessary in order to address this crash condition. In the case of the major intersecting roads, this generally resulted in choosing interchanges as the Preferred Solution.

A second eastbound passing lane with a center median barrier is part of a 2006 highway construction project included in the 2004-2007 Statewide Transportation Improvement Program (STIP). The project will be the first part of completing a four-lane highway from the Van Duzer Corridor

(M.P. 18.78) to Steel Bridge Road (M.P. 28.21).

Grand Ronde Interchange

This preferred interchange option replaces the current intersection of Grand Ronde Road and ORE-18. It is a jughandle style interchange with the ramps located in the northeast and southwest quadrants and an overpass bridge crossing ORE-18 and connecting the north and south sections of Grand Ronde Road.

The northeast ramp starts approximately 360 feet east of the current intersection. The ramp connects to Grand Ronde Road forming an intersection across from South Street in Bunnsville. If traffic increases sufficiently, this connection may need to be signalized.

The southwest ramp begins approximately 350 feet west of the current intersection and provides right-turn only capability. The ramp connects to the south portion of Grand Ronde Road, roughly 360 feet south of ORE-18.

The overpass bridge, containing two 12-foot travel lanes and two 6-foot shoulders crosses over ORE-18 so local residents may travel safely throughout the community without having to travel on ORE-18. The structure is also important for safer pedestrian and bicycle travel, especially for children attending school on the north side of the highway.

The safety benefits of an interchange were the overriding consideration in its selection. Additionally, there are gains in levels of service for citizens turning onto ORE-18 from the county roads. This interchange

option also avoids impacts on nearby historic structures. The disadvantage of selecting an interchange was the impact on current land uses. On the north side of the intersection, the Grand Ronde sewer district office, post office, fire station, and telephone switching utility buildings will be displaced. The widening to a four-lane highway through the area will displace the Grand Ronde Shopping Center and the former Bonanza Restaurant/Antique Mall buildings. On the south side of ORE-18, a residence containing Ken's Gems will be displaced. In addition, it is probable that the residence in the southeast corner of the current intersection will be displaced, along with portions of Anderson's Gardens and residence (Michael J. Barnes Enterprises).

Valley Junction/Casino Interchange

This interchange is located about halfway between the current ORE-18/ORE-22 intersection and the Spirit Mountain Casino. This interchange closes the existing casino connections to ORE-18. The new jughandle type interchange has the ramps located in the northwest and southeast quadrants, with an overpass bridge crossing ORE-18 about 820 feet west of Valley Junction. To the north, the overcrossing connects to a re-aligned ORE-22. To the south, the overcrossing becomes a road connecting to the casino's internal road network.

The interchange ramps for westbound traffic connect approximately 1100 feet west of the current ORE-18/ORE-22 intersection. The southeast ramp begins approximately 530 feet west of the current intersection and provides right-turn only capability. The ramp connects to an extension of the overpass bridge.

The overpass bridge is a three-lane structure with two 12-foot travel lanes, a 14-foot center left-turn lane, and two 6-foot shoulders.

This interchange could impact some of the casino parking areas. The interchange design would allow modification to become a full diamond interchange if needed beyond the 20-year planning horizon.

The safety benefits of an interchange were the overriding consideration in selecting this option over others. Closure of the existing casino connections would improve safety because conflicts between traffic entering and exiting ORE-18 at the new interchange would be eliminated. The interchange also would improve safety and congestion problems by providing acceleration and deceleration lanes at ORE-18.

This proposed interchange will impact current land use at Valley Junction. North of ORE-22, this option retains the buildings bordering the current ORE-22 location, but displaces three existing dwellings and a billboard on commercially-zoned land.

South of ORE-18, the Grand Ronde Water District facility will be displaced. Highway approach roads to commercially-zoned land and to farmland could not be permitted in this area because vehicle movements at such roads would conflict with vehicle movements at the interchange. Such movements would not be safe. The road connecting to the casino would also have to provide approach road to these properties. However, a deviation will be needed because no location will meet spacing standards.

Fort Hill Road/South Yamhill River Road Intersection Replaced with an Interchange

The draft refinement plan published in 2000 called for these existing intersections with ORE-18 to be relocated east of the service station and Fort Hill Restaurant. The draft refinement plan also called for a northside service road from Fort Hill eastward approximately 2.8 miles, crossing over ORE-18 and connecting to South Yamhill River Road. This road would have eliminated all highway approach roads, other than at the weigh stations, east of the new Fort Hill Road intersection. Fort Hill Road would have connected to the ORE-18/ORE-22 Wallace Bridge Interchange via South Yamhill River Road. Truck traffic between Fort Hill and Willamina was expected to re-route to this service road.

However, the cost of these components resulted in a re-evaluation. It was determined that an interchange replacing the Fort Hill/South Yamhill River Road intersection could be constructed at a comparable or less cost than the local service road/relocated intersection solution. An interchange also was strongly supported at the November 2002 Environmental Assessment public hearing. These factors, in combination with the environmental impacts related to the interchange, resulted in a decision to construct an interchange. A Fort Hill Road/South Yamhill River Road Interchange is included in the 2004-2007 STIP for construction in 2006.

The interchange will be constructed about 4300 feet east of the current intersections. Interchange ramps will be located in the northeast and southwest quadrants with the overpass bridge crossing ORE-18. The overpass bridge would connect on the north

side to a local service road linking the interchange to Fort Hill Road. Polk County's Fort Hill Road can be re-routed to intersect with this road east of the mill site. The local service road would extend south from the interchange to intersect with South Yamhill River Road.

About 950 west of the interchange ramp on the north side of ORE-18, a local access road will intersect with the service road extending to Fort Hill Road. This road will cross the railroad and extend eastward to provide property access to land north of the highway. An eastern connection to ORE-18 will be provided for emergency vehicle use only, and all direct property access to ORE-18 will be eliminated.

An interchange at Fort Hill Road/South Yamhill River Road would improve vehicle safety and mobility for vehicles turning onto ORE-18. In addition, the residents living along South Yamhill River Road would find it safer and easier to gain access to the existing Fort Hill service station and restaurant.

Development could result along the roads connecting between the interchange and Fort Hill Road, and between the interchange and South Yamhill River Road. An Interchange Access Management Plan will be developed to describe how interchange operations will be protected. There may be insufficient distance between the interchange ramps and South Yamhill River Road to provide for property access. The closest approach road north of the highway would be expected to meet the Oregon Highway Plan spacing standard (1320 feet), but it would not be permitted any closer than opposite the local access road intersection discussed above.

Access Management and Local Service Roads

An important part of developing the Preferred Solution was local service (frontage) roads and consolidation of driveways. These are beneficial to the operation of ORE-18 and to the local circulation system.

The study area was divided into five sub-areas for reviewing access management. Throughout most of the planning period, a limited access concept was used. However, near the end of the process, ORE-18 was designated an Expressway. This designation mandated more stringent minimum distance access standards. The expressway standard is 5,280 feet between road and/or driveway approach roads, and private approach roads are to be eliminated over time. Because the standards cannot be met in certain cases, deviations will be required to allow for exceptions to the policy.

Van Duzer to A.R. Ford Road

Within this section of ORE-18, the four-lane, closed median highway will taper to meet the two-lane section in the Van Duzer Corridor. Access management will be accomplished by consolidating driveways whenever possible and limiting others to right-in, right-out turns. There are ten permitted approach roads along this 1.4-mile segment of the refinement plan area. No more than five are expected to be closed and/or consolidated.

On the north side of ORE-18, a local access/frontage road would extend to the west for about 2300 feet to provide business and residential access. The road intersects with ORE-18 opposite A.R. Ford Road.

A.R. Ford Road to Grand Ronde Road

The one-mile segment from A.R. Ford Road to Grand Ronde Road includes the most new local service roads to provide property access. A number of private approach roads will be consolidated, closed, or restricted to right-in/right-out. Left-turn lanes will be provided at A.R. Ford Road, and Fire Hall Road.

On the north side of ORE-18, the Preferred Solution includes:

- Closure of the approach road about 230 feet east of A.R. Ford Road;
- Right-in/right-out turn limitations at the next six approach roads to the east;
- Closure of the middle approach road into the mill site. This may be exchanged for one of the other site approach roads, depending upon site circulation needs.
- Right-in/right-out turn limitations at the next two approach roads to the east;
- Consolidation of the two approach roads at milepoint 20.87, and right-in/right-out turn limitations at the resulting road;
- Consolidation of the two approach roads located between milepoint 20.97 and milepoint 21.00 and right-in/right-out turn limitations at the resulting road; and
- Closure of approach roads between M.P. 21.00 and the Grand Ronde Road interchange.

On the south side of ORE-18, the Preferred Solution includes:

- Right-in/right-out turn limitations at approximately M.P. 20.26 and 20.31, until a south side local service road is

constructed; then close the approach roads to ORE-18;

- Limit vehicle movements at King Road (M.P. 20.48) to right-in/right-out turns until the southern local service road is constructed; then close the King Road approach road onto ORE-18;
- Construct left-turn lane at ORE-18 and Fire Hall Road (M.P. 20.67) (all left and right turns will be permitted);
- Close westernmost approach road to Grand Ronde Gaming Commission area and limit east approach road to right-in/right-out turns;
- Limit Wandering Spirit RV Park entrance (M.P. 20.79) to right-in/right-out turns;
- Limit approach road at M.P. 20.83 to right-in/right-out turns;
- Consolidate approach roads for residences and Seaway Market into one and limit to right-in/right-out turns; and
- Close approach roads at M.P. 21.00, 21.03, and 21.07.

North of ORE-18, South Street will be reconstructed as a local service road. A short connection from South Street to the old rail right-of-way will serve the commercial properties between South Street and ORE-18. Beyond the west limits of Bunnsville, South Street is extended to connect to A.R. Ford Road. The preferred alignment for the connection is north of the mill operations, generally along the edge of the industrial area.

South of ORE-18, a local service road connecting A.R. Ford Road to Grand Ronde Road south of ORE-18 is constructed. The alignment will have a connection at A.R. Ford Road approximately 330 feet south of ORE-18. The local service road generally will be parallel to ORE-18 from A.R. Road to King Road. From King Road, a similar

local service road will proceed to Fire Hall Road. Crossing south of the Gaming Commission, the road will connect to the Wandering Spirit RV Park.

Further south on Fire Hall Road, another local service road will be constructed along the old road alignment to connect to Andy Riggs Road. A new bridge or large culvert is required to complete the connection.

These service roads allow full local circulation on the south side of ORE-18 and easy, safe automobile, bicycle, and pedestrian access to north Grand Ronde via the interchange.

The Preferred Solution allows left turns from ORE-18 to the south at three locations (A.R. Ford, Fire Hall, and Grand Ronde Interchange). Traffic analysis shows multiple turning locations will be necessary within the 20-year planning framework if construction of local service roads is not timely. Once the local service roads are completed, additional approach road controls should be studied and implemented as necessary. The controls may include such concepts as an overpass at A.R. Ford Road and/or closure of left-turn lanes.

Grand Ronde Road to the Casino

The segment between Grand Ronde Road and the casino is approximately 1.4 miles long.

Left-turn lanes near the Seventh Day Adventist School will be the key to access control on both the north and south sides of the highway. All other approach roads to ORE-18 will be closed. Jahn Road will serve the north side of the highway, but the intersection location will be moved eastward

to coincide with access to the Seventh Day Adventist School. This requires relatively short, out-of-direction travel for several residents on the north.

Residential driveways just west and east of the Seventh Day Adventist School will be consolidated and driveways constructed to connect at the school. There are two farm approach roads between approximately M.P. 22.73 and 22.51. A local service road providing access to these properties or right-in/right out only connections are options.

Spirit Mountain Casino to Fort Hill Road

Closure of all approach roads on the north and south sides of ORE-18 is planned for the 0.44-mile segment from the Spirit Mountain Casino to Valley Junction. This includes seven approach roads on the north and five on the south.

Between Valley Junction and Fort Hill (0.79-mile), 28 businesses and homes have approach roads directly to the highway. A left-turn lane is at the Rowell Creek intersection is part of the Preferred Alternative. On the north side (with 15 approach roads), the following access controls are preferred:

- Consolidation of driveways at approximately milepoint 23.22 and milepoint 23.25;
- Limit to right-in/right-out for the approach roads between milepoint 23.35 and the Berry Creek Produce Market;
- Combine the remaining six residential approach roads between the Berry Creek Produce Market and Fort Hill Road into two, both with right-in/right-out turn limitations.

The South Yamhill River prevents using local service roads on the north side of ORE-18 in this section. Combining approach roads and limiting turning movements is the only feasible solution.

There are 13 approach roads in this segment on the south side. The following access controls are preferred:

- Closure of approach road at approximately milepoint 23.19 with future access to the field from Rowell Creek Road;
- Limit Tucker's Store approach roads to right-in/right-out;
- Limit the wide approach road between approximately milepoint 23.45 and milepoint 23.50 to right-in/right-out turns;
- Close approach roads at approximately M.P.23.56 and 23.60;
- Limit the approach roads near M.P. 23.63 to right-in/right-out turns;
- Of the remaining approach roads, the one furthest east remains open to right-in/right-out turns while the others are closed or consolidated.

North of ORE-18, access to commercially zoned properties east of the new Valley Junction/Casino interchange will be via an intersection with ORE-22. Property north and west of the interchange will be served by a local service road. A portion of the road will connect to ORE-18 via an extension of Jahn Road using private roads and abandoned railroad right-of-way. The properties served by this road will connect to ORE-18 at the Seventh Day Adventist School/Jahn Road intersection discussed earlier.

South of ORE-18, no local service road options were advanced between the Valley Junction Interchange and the casino. The distance between the interchange ramp intersection and the casino property is less than the 1320-foot spacing standard. If access to the property is provided, a deviation to the standard will be necessary.

In the area from Valley Junction to Fort Hill, a local service road south of ORE-18 will begin at Rowell Creek Road about 200 feet south of the highway. It will extend easterly, behind Tucker's Store, to the private road at M.P. 23.44. Another road will connect from this area to the closed approach roads and the right-in/right-out approach road near milepoint 23.63. These roads will allow residents to travel westbound to Rowell Creek Road, then use the opening at Rowell Creek to travel further west on ORE-18.

Fort Hill Road to the ORE-18/ORE-22 Wallace Bridge Interchange

There are twelve approach roads on the north side of the highway and four on the south. Two additional approach roads serve only the weigh station. All of these approach roads. Two weigh stations, one on each side of the highway, are proposed to be constructed east of the present location. Each will have two approach roads—one for right-turn entering traffic and one for right-turn exiting traffic.

North of ORE-18, a 1.9-mile local access road will provide property access for property east of the new ORE-18/Fort Hill Road/South Yamhill Road Interchange. The road will intersect with the local service road about 950 feet west of the ramp

terminal in the northeast quadrant. West of the interchange, the local service road between Fort Hill Road and the interchange will provide property access to adjacent property.

No options were developed for a south side local service road. South Yamhill River Road already serves that function.

Phasing

Funding is expected to be limited, resulting in phased construction. This plan contains a series of actions culminating in seven phases. Some of these phases are already needed and require additional preparation work. For the phases not needed immediately, implementation will be triggered by anticipated degradation in highway operation. The phases are:

1. Replace the ORE-18/Fort Hill Road/South Yamhill River Road intersection with an interchange and construct an eastbound passing lane (2006 STIP projects);
2. Widen ORE-18 from Fort Hill Road to the Casino and construct an interchange serving ORE-22 and the Spirit Mountain Casino at Valley Junction;
3. Widen ORE-18 between the casino and Grand Ronde and construct an interchange at Grand Ronde Road;
4. Improve the Wallace Bridge Interchange. Continue widening northward on ORE-18 to Steel Bridge Road;
5. Widen ORE-18 to the Van Duzer Corridor;
6. Improve ORE-22;
7. Complete local service roads from A.R. Ford to Fire Hall Road.

Phase 1 consists of the current STIP project, scheduled for construction in 2006. Ideally, Polk County's Fort Hill Road will be relocated east of the mill at the same time.

Phase 2 widens the highway section from Fort Hill to the casino to a four-lane with a closed median. This includes replacing and/or widening the two bridges and constructing a new interchange near Valley Junction. Access treatments (combined driveways, local service road) between Fort Hill and the Valley Junction Interchange should ideally be constructed at or prior to installing median closures. The north local service road along the abandoned rail right-of-way west of the interchange also needs to be constructed to provide access to a large 200 (±) acre property north of the highway.

Phase 3 continues the four-lane, closed median highway from the casino to just west of Grand Ronde. This includes constructing the Grand Ronde Road interchange, closing direct highway approach roads, and limiting turning movements to right-in/right-out at some locations, relocating the Jahn Road intersection with a left-turn median by the Seventh Day Adventist Church, and combining/controlling approach roads on the south side of the highway.

Phase 4 would improve the Wallace Bridge Interchange area with a primary emphasis on shifting the eastbound ramps further from the ramps leading to ORE-22. This portion of the work may need to be accelerated if the earlier phases place too much demand on the shortcomings of this area. Continue widening on ORE-18 to Steel Bridge Road to match the existing four-lane section further north.

Phase 5 completes the widening of the highway from Grand Ronde to the end of the study area at the Van Duzer. The work involves tapering the highway from a four-lane, closed median to a four-lane with a narrow striped median, and further tapering to a two-lane segment to meet the cross-section at the Little Rogue River Bridge. [Note: It is approximately ¾-mile to a four-lane section in the Van Duzer corridor. Although beyond the strict limits of this plan, future widening to this section should be a future consideration.]

Phase 5 should also complete local service roads along South Street (Bunnsville) to A.R. Ford, connecting Fire Hall Road to Andy Riggs Road, and closing or limiting turning movements at existing approach roads. Construction of the South Street extension and the other local service roads can also be accomplished through conditions of approval applicable to future development of the commercial and industrial properties that the road is to serve. Phase 6 consists of projects to improve ORE-22 (Three Rivers Highway). At least four sections need to have curves re-aligned. In addition, wider shoulders are needed at the locations where the edge of the road drops directly into the river. The latter area is subject to washout at any time. If a washout should occur before this phase is scheduled, part of the work in this phase should be accomplished at that time.

Phase 7 completes the local service road connections south of ORE-18 between A.R. Ford and Fire Hall Roads as needed. These roads also can be constructed using conditions of approval for future development.

Implementation:

This section is the “action” portion of the plan. It is a checklist of when it is desired to complete the Preferred Solution.

- Some action items may carry over between the five-year implementation blocks, i.e. they may begin in one phase and be completed in the following or later phase.
- All estimates are based on year 2000 costs.
- Jurisdictions (state/county) shown above the action item indicate the primary groups involved with completing the item. The jurisdictions indicate the lead agency and do not imply sole responsibility for the action or its financing.
- Action items listed for “Immediate Implementation” are those that need to be initiated as soon as possible. Many actions are related to needs that are already present, and whose delay will only exacerbate existing problems. Others are steps that must be taken as a forerunner to follow-on actions.
- Action items listed in the year blocks after “Immediate Implementation” are dependent upon the extent and rate of development and/or traffic volume growth through the refinement area.

This implementation schedule should be reviewed every five years. Progress towards completing the action items contained in this section should be evaluated, and the completion dates modified as necessary.

Implementation Schedule

Immediate Implementation

The items in this section are those that should be accomplished or started by the applicable jurisdiction as soon as possible.

County/Tribe

Hold required public hearings and adopt this plan as part of the Polk and Yamhill County's Transportation System Plans. The Confederated Tribes of the Grand Ronde should adopt this refinement plan as part of their long-range master plan.

Begin joint discussions culminating in an Intergovernmental Agreement (IGA) regarding the future jurisdiction of various roads/highways. Include any arrangements for funding commitments in the IGA.

State/County

Begin right-of-way purchase needed for future projects on an "as available (funds and lands)" basis. Costs will vary and depend on final project design.

Add right-turn lanes to Grand Ronde Road at ORE-18.

State

Complete the Revised Location Environmental Assessment.

Initiate preliminary engineering and right-of-way for 2004-2007 STIP project to replace the ORE-18/Fort Hill Road/South Yamhill River Road intersection with an interchange.

Prepare an Interchange Area Management Plan for the interchange.

Initiate preliminary engineering and right-of-way for STIP widening project from Fort Hill to Wallace Bridge Interchange.

Enter four-lane travel section from Fort Hill Road/South Yamhill River Road Interchange to casino, including the Valley Junction interchange into STIP update 2006-2009 STIP.

County

Begin comprehensive plan amendment process for the refinement plan.

Begin coordination for re-routing Fort Hill Road to east of the mill.

2004-2009

State

Begin environmental documents for widening ORE-18 from Fort Hill to the Casino and Valley Junction interchange, including replacement bridges, bridge widening and interchange—\$320,000.

Construct new separated-grade interchange east of Fort Hill, new highway passing lane (eastbound), raised median from Fort Hill to Wallace Bridge. Construct northside local access road—\$13,475,000.

Install illumination at Fort Hill Interchange, Valley Junction, and Grand Ronde Road Intersections—\$240,000.

Construct four-lane travel section from Fort Hill/South Yamhill River Road Interchange to the Casino, including bridges, Valley Junction interchange, and combined driveways—\$18,000,000.

Include four-lane travel section construction from casino through Grand Ronde into 2008-2011 STIP.

County

Construct local service roads (frontage) from Rowell Creek behind Tucker's Store to connect approach roads east of the store—\$310,000.

Obtain jurisdiction for South Street in Bunnsville—\$1,000.

Design South Street improvements to connection with A.R. Ford—\$25,000.

2009-2014

State

Begin environmental documents for widening ORE-18 from the Casino through Grand Ronde, including replacement bridges and interchange at Grand Ronde—\$450,000.

Enter Wallace Bridge section widening to Steel Bridge into 2011-2014 STIP.

Construct four-lane travel section on ORE-18 from the Casino through Grand Ronde, including replacement bridges and an interchange at Grand Ronde Road—\$8,750,000.

Enter widening from Grand Ronde to the Van Duzer Forest Corridor into 2014-2017 STIP.

Begin environmental documents to widen Wallace Bridge Section to Steel Bridge Road—\$275,000.

Widen Wallace Bridge Section through to Steel Bridge Road—\$5,000,000.

County

Begin environmental documents for the portions of the South Street improvements necessary to connection with Grand Ronde interchange—\$25,000.

Construct portion of South Street improvement necessary to connect to Grand Ronde interchange—\$100,000.

Design west extension of Andy Riggs Road connection to Fire Hall Road (Includes Bridge) (2012)—\$25,000.

2014-2019

State

Begin environmental documents for widening ORE-18 from Grand Ronde to the Van Duzer Forest Corridor—\$350,000.

Enter improvements along ORE-22 (Three Rivers Highway) into 2016-2019 STIP.

Construct four-lane travel section from Grand Ronde to the Van Duzer Forest Corridor—\$8,400,000.

Begin environmental documents for improving four sections of ORE-22—\$225,000.

Improve four curved sections of ORE-22—\$1,750,000.

County

Begin environmental documents for west extension of Andy Riggs to Fire Hall Road—\$75,000.

Construct west extension of Andy Riggs to Fire Hall Road (Includes Bridge)—\$485,000.

Complete local service (frontage) road connections north (South Street to A.R. Ford Road) and south (Fire Hall to A.R. Ford Road) of ORE-18 as needed and/or as development occurs (On-Going)—\$1,000,000.