

Region 2
2010-2013 Construction STIP
Modernization Project Identification and Summary Report

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Project Name: I-5 at Coburg Interchange

Key Number: 14649

Project Location: Interstate 5 (Pacific Highway) at the City of Coburg Interchange (MP 198.86 to MP 199.38). This project is within the Central Lane Metropolitan Planning Organization (MPO) boundary.

Total Estimated Project Cost: \$16,218,000

PE: \$ 3,000,000

ROW:

Construction: \$13,218,000

Project Description: This project is anticipated to: 1) replace the structure over Interstate 5 (I-5) with a modern structure to appropriate width that includes adequate bicycle and pedestrian facilities; 2) realign ramps as needed; 3) signalize the southbound ramp terminal intersection; 4) realign a local road south of the interchange to improve intersection spacing standards on the crossroad; and, 5) improve access control on the north side of the interchange by acquiring access control and developing a system of frontage and or local roadways.

Project Eligibility

Consistency with existing plans: This highway improvement project is carried on the financial constraint list in the federal Central Lane Metropolitan Planning Organization (MPO) Regional Transportation Plan (RTP), and is in the Metro Transportation System Plan (TSP).

Consistency with OHP Policy 1G, Action 1G.1: The project is consistent with Oregon Highway Plan (OHP) Policy 1G.1. Interim fixes have already been made to this interchange to lengthen the northbound exit ramp and to signalize the northbound ramp terminal intersection. This project is a Priority 3 action that will add capacity to the existing system, and does not add a new facility to the system.

Project Prioritization

Project readiness and environmental milestones completed: The Interchange Area Management Plan (IAMP) process is nearing completion, with Oregon Transportation Commission (OTC) and local adoption expected fall/winter of 2009. The project is the

recipient of two federal discretionary funding packages totaling \$12,000,000. National Environmental Policy Act (NEPA) documentation is being scoped and will precede post IAMP adoption.

Support of OHP Policies: This project is for an interchange on a National Highway System (NHS) Interstate Highway and County Collector roadway. I-5 is the highest classified highway type in the state system (Policy 1A). The project improves access, mobility, and safety of interstate freight transport. The project will enhance movement of regional goods and services (Policy 1C). It will improve mobility at the upgraded facility, and will insure through the adopted IAMP that mobility standards can be met for the design life of the project (Policy 1F). The project will improve the spacing configuration of driveways and local streets along the cross road (Policy 3A). The I-5/Coburg IAMP will be adopted by the state and local jurisdictions prior to beginning the NEPA process (Policy 3C). Project partners include federal discretionary funding, Oregon Department of Transportation (ODOT) and Lane County (Policy 2A).

Support of Freight Mobility: This project directly supports freight mobility by making improvements to the I-5 interchange. The interchange supports a major job center in the Eugene/Springfield metropolitan area.

Leverage of other funds and benefits: Lane County has programmed \$2,500,000 for this project in their Capital Improvement Program. SAFETEA-LU federal funding authorizes \$9,000,000 for the project. An additional \$3,000,000 was appropriated for the project in a prior year federal budget.

Support of additional ACT criteria: Lane County did not add additional criteria to the project prioritization process.

Conditions of Approval: None