

Region 2
2010-2013 Development STIP
Modernization Project Criteria Summary Report

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Project Name: OR22: Greenwood – Doaks Ferry Rd Development

Key Number: 13591

Project Location: OR-22 (Willamina – Salem Highway) intersection with OR-51 (Independence Highway) (OR 22 MP 20.03-22.04; OR51 MP 0.00-0.30)

Total Estimated Project Cost for the Identified Milestone: \$300,000

Project Description: The intersection of OR-22 and OR-51 west of Salem currently operates below Oregon Highway Plan mobility standards. It is also in the top 10% of crash sites statewide as defined by the Safety Priority Index System (SPIS). Preliminary planning work for the highway has indicated that an interchange is necessary to meet mobility standards and improve safety. The project includes acquisition of right of way.

Project Eligibility

Supports Development STIP definition: This is a Development Section, Statewide Transportation Improvement Program (D-STIP) project. The task is to complete planning and environmental activities, and acquire right of way. It is estimated that the total cost for right of way acquisition and construction of the interchange and associated local infrastructure will be in excess of \$20 million.

Addresses unmet need identified in an existing plan, or mode and function of a need, or is a statewide significant or federal discretionary project: Polk County has identified the interchange as a future need in its Transportation System Plan. Oregon Department of Transportation (ODOT) is currently preparing an Expressway Management Plan (EMP) for this section of OR-22, which establishes the need, mode, and function of the proposed interchange. After completion of the EMP, the next steps will be the preparation of an Interchange Area Management Plan and environmental assessment (EA) for the interchange project.

Project Prioritization

D-STIP suitability, milestones already completed, identified funding for development or construction: This project proposes funding for right of way acquisition, which is an approved D-STIP milestone. The project will augment current funding to develop planning and environmental studies.

Support of OHP policies: OR-22 is a designated freight route and the project will improve freight mobility in the area, consistent with OHP Policies 1C and 4A. The need for major improvement of this interchange has been documented in the EMP. The proposed project is the appropriate level of improvement, consistent with OHP Policy 1G. ODOT will design and construct the facility consistent with the EMP and access management standards specified in OHP Policy 3C.

Leverage of other funds or benefits: As described above, over \$3 million has been committed in the 2008-2011 STIP for the planning and environmental studies for the interchange project. This project, along with funds ODOT and the City have programmed, could be used as leverage to obtain a federal earmark or other discretionary funds. Given the magnitude of this project, full funding may only be available through an earmark(s) recommended by the Oregon Transportation Commission (OTC).

Support of ACT additional criteria: In addition to the prioritization factors adopted by the OTC, the Mid-Willamette Valley Area Commission on Transportation adopted two additional factors: 1) Congestion; and 2) Transportation Safety.

The interchange operates well in excess of standards in the 1999 OHP Mobility Policy. Implementation of the interchange improvements will result in volume/capacity ratios that meet the Mobility Policy standards. Further, the existing at-grade intersection is designated as a top 10% SPIS site.