

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

**Contact Person:** Vivian Payne, Area 4 Manager

**Phone Number:** (541)757-4104

**Project Name:** I-5: Santiam River – OR-34 Development

**Key Number:** 14863

**Project Location:** Interstate 5 (Highway 1) MP 227.5 to MP 240.66. The studied section of Interstate 5 (I-5) is between the Santiam River Bridge and the OR-34 (Corvallis-Lebanon Highway) Interchange.

**Total Estimated Project Cost for the Identified Milestone:** \$3,825,000

**Project Description:** This project provides funding to prepare National Environmental Policy Act (NEPA) environmental documentation and other project development activities. The NEPA environmental documentation evaluates the impacts of additional travel lanes and the modernization of I-5 interchanges through the section. The project includes development of necessary Interchange Area Management Plans (IAMP) for all affected interchanges.

**Project Eligibility**

*Supports Development STIP definition:* This is a Development Section, Statewide Transportation Improvement Program (D-STIP) project. It funds development of the NEPA environmental documents needed to complete this milestone. Additional project development work is dependent upon available funding.

*Addresses unmet need identified in an existing plan, or mode and function of a need, or is a statewide significant or federal discretionary project:* The Linn County and Albany Transportation System Plans (TSP) identify the need for additional travel lanes and for improvement of the interchanges connecting to I-5.

*Milestone to be completed:* The funding identified for the project will be used to complete the NEPA environmental milestone needed to allow construction of the project.

**Project Prioritization**

*D-STIP suitability, milestones already completed, identified funding scenario through construction:* Completion of the project involves preparation of draft and final NEPA documentation, the comprehensive plan amendments needed to allow project construction, and other related project development work that would allow the project to be constructed. Plan amendments that provide for IAMPs will be needed in order to complete the NEPA

documentation milestone. The final NEPA documentation can be completed within the 2010-2013 STIP timeline.

Other milestones have already been accomplished for the project. Project-specific Refinement Plans have been developed and adopted. *The Albany and Millersburg I-5 Corridor Refinement Plan* evaluates issues and solutions for the section of I-5 between the South Jefferson Interchange (Exit 228) and the OR-34 Corvallis-Lebanon Highway Interchange (Exit 228). The City of Albany has adopted the relevant portion of the refinement plan as a part of its TSP. Linn County's TSP includes the improvements within its jurisdiction. Both plans are acknowledged. Linn County also has authorized a Statewide Planning Goal Exception for a component of the project. The City of Millersburg has included the relevant parts of the plan as part of its pending comprehensive plan periodic review.

*Support of OHP policies:* Development of the NEPA environmental documents for this project supports the functional classification of I-5 as one of Oregon's most important arterial highways. It will allow the management objective of safe and efficient high-speed, continuous-flow operations to be possible through future freeway construction (OHP Policy 1A). Preparation of the NEPA environmental documentation includes preparation of IAMPs. This documentation is supportive of acknowledged county and city transportation system plans (OHP Policy 1B). I-5 is a component of the state highway freight system. Developing NEPA documentation and IAMPs will allow this highly significant component to be improved to meet the needs of efficient freight movement and mobility. The improvements studied in the adopted refinement plan are needed to retain mobility on I-5 and related state highway system. The improvements will enhance interchange spacing on I-5, provide better connectivity into the state highway and local road system, and increase highway safety (OHP Policies 1C, 1F, 2F, 3A, 3B, 3C, 4A). The NEPA analysis will evaluate the need to add travel lanes to I-5. Related changes to interchanges also will be evaluated. This analysis considers Modernization Policy Priority 3 improvements to I-5 where existing congestion already is worse than OHP mobility standards and where projected congestion will be worse than any other section of I-5 south of the Portland Metropolitan Area. Actions called for as higher priorities will be incorporated into the project, but cannot, by themselves, respond to the transportation needs (OHP Policy 1G). As part of the analysis, appropriate actions needed to mitigate the impacts of the project on the natural and built environment will be determined. Mitigation actions will be incorporated into construction phases of the project (OHP Policy 5A).

*Funding scenario:* This is a large project that can be constructed in phases. The construction funding scenario is likely to include congressional high-priority project funding, the Regional STIP allocation, and local government funding.

*Leverage of other funds or benefits:* The project leverages additional funding from Linn County and the City of Albany to complete the NEPA milestone or for use in right of way acquisition. Construction of the project will improve cross-freeway travel conditions for all modes. The adopted refinement plan calls for improvements to local circulation to allow more complete use of the existing I-5 right of way for freeway purposes. Construction of the project will improve Oregon's economy by improving freight mobility through the section of I-5 expected to experience the worst congestion on I-5 south of the Portland Metropolitan Area.

*Support of additional ACT criteria:* One factor unrelated to the Oregon Transportation Commission (OTC) criteria was used by the Cascades West Area Commission on Transportation (CWACT) to develop its recommendation for the 2010-2013 STIP. The factor evaluates whether the project has been one of CWACT's high priorities during recent STIP updates. The CWACT ranked this project as the most important project for inclusion in the 2008-2011 D-STIP. It continues to be CWACT's highest priority D-STIP project in the 2010-2013 STIP.