

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

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Project Name: OR-569: River Road – Coburg Road Development

Key Number: 16223

Project Location: This project is within the Central Lane Metropolitan Planning Organization boundary on OR-569 (Beltline Highway) at MP 8.47 to 11.66.

Total Estimated Project Cost for the Identified Milestone: \$2,500,000

Project Description: This section of highway carries the highest volume of vehicles per day within the Central Lane Metropolitan Planning Organization (MPO) boundary, including Interstate 5 (I-5). Today, traffic volumes are over 83,000 vehicles per day at the Willamette River crossing. The intensity of peak hour traffic, closely spaced on/off ramps at congested interchanges, and the configuration of the Beltline Highway at Delta Highway interchange create serious safety and operational problems. Stop-and-go conditions during the afternoon peak westbound in this section; and heavy ramp flows from Coburg Road, Delta Highway, and River Road are only expected to worsen with time as traffic volumes continue to increase in the metro area.

This project provides funding to complete the National Environmental Policy Act (NEPA) process to identify preferred alternatives for the associated congested interchanges in the context of widening the corridor. A Record of Decision will be produced in preparation for construction of a future modernization project. The \$2.5 million identified for the project is to replace the original allocation cut from the 2008-2011 Statewide Transportation Improvement Program (STIP).

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 project addresses the unmet transportation need to widen the facility and improve interchange safety and operations. This need is clearly demonstrated in the MPO Transportation Model output, the Metro Transportation

System Plan (TSP), recurring crashes, and daily ground condition. The project is carried in the MPO's Regional Transportation Plan (RTP) and Metro TSP as a high-priority study need.

Milestone to be completed: The funding identified will be used to complete an Environmental Impact Statement (EIS) for a build project to address transportation needs in the corridor.

Project Prioritization

D-STIP suitability, milestones already completed: Region 2 Planning has begun a refinement planning process to be completed prior to expending STIP dollars on the NEPA process in 2010.

Support of OHP policies (which ones and why): The proposed project is the appropriate level of improvement, consistent with Policy 1G. The process will engage metro area partners in addressing a highway segment that is increasingly over capacity (Policies 2A and 1F). The resulting NEPA documentation will help identify constructible solutions and safety problems caused by substandard geometry and excessive volumes (Policy 2F).

Funding scenario: N/A

Leverage of other funds or benefits: This project will augment the current \$6.6 million in the 2008-2011 STIP to improve safety at the Beltline/Coburg interchange. In addition, the City of Eugene has a renewed interest in this project due to a significant development proposal north of the Beltline/Delta interchange. Development mitigation may include OHP Policy 1G type of operational improvements and a contribution to a future major improvement.

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