

Region 3
20010-2013 Construction STIP
Modernization Project Criteria Summary Report

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Project Name: OR 42: County Line Curves

Key Number: 13787

Project Location: Coos/Douglas County Line

Total Estimated Project Cost:	\$2,500,000
PE:	\$1,500,000
ROW:	\$
Utility Relocation:	\$
Construction:	\$1,000,000

Project Description: Performs Environmental Assessment (EA) to straighten the curves located at the Coos/Douglas County line on OR 42. Also provides some funding for minor construction improvements.

The curves in this location hinder the efficient movement of freight and have resulted in numerous crashes and fatalities. The project will potentially identify locations and means to straighten the horizontal curves through the performance of an environmental assessment and perform minor corrections as funding allows.

Project Eligibility

Consistency with existing plans: The project is contained in the OR 42 Corridor Study and the Coos County and Douglas County TSPs.

Consistency with OHP Policy 1G, Action 1G.1: The project is the minimum necessary to relieve existing issues on OR 42.

Additional ACT Project Eligibility Criteria:

Does the project provide additional capacity on a state highway? The project is expected to add increased capacity on OR 42. The severe curves at the county line create delay and are a safety issue. Correcting the curves will reduce delay and capacity.

Is the project located on a state highway, or on a local county or city arterial connecting to and supporting a state highway (ORS 366.507)? The project is located OR 42, a statewide freight highway.

Can the project be ready for bid by September 2013? The project will be ready for bid by 2013.

Project Prioritization

Project readiness and milestones completed: The project has been in plans for decades. It has been included in the OR 42 Corridor Plan and Coos and Douglas County TSPs to improve the connection between the Port of Coos Bay and I-5.

Support of OHP policies: The project meets the policies as outlined in the Oregon Highway Plan. The project will support the policies outlined in the OHP including Policy 1C regarding State Highway Freight System: Highway classified as a state freight route; Policy 1G Major Improvements: Results of EA will ensure that the appropriate type of projects are identified that minimize costs; Policy 2F Highway Safety: Expected to result in a significant decrease in accidents and fatalities; Policy 4A Efficiency of Freight Movement: Will enhance freight movement between Coos Bay and the inland valley; and Policy 5A Environmental Resources: Best practices will be used in developing the environmental assessment.

Support of freight mobility: This project is located on a state freight route. The project will help to move freight between the Port of Coos Bay and I-5.

Leverage of other funds and benefits: no other funds are leveraged..

Support of additional ACT criteria: see below

Preservation of Transportation Facilities:

The project will encourage local traffic to use the signalized intersections. Access management will be employed to build additional capacity into the system.

Quality Development Objectives:

This area is located within the Green Urban Unincorporated Area and meets each of the Quality Development Objectives established by the Governor.

Economic Opportunity:

The improvements will allow enhanced access to the highway. The reduction in access points will help to improve safety and reduce travel time from the resulting delays.

Provide Environmentally- Sensitive Transportation Options:

The project will cross a local drainage ditch at locations where culverts already exist. There are no anticipated impacts to wetlands or water bodies.

Improves Safety:

As the Green area continues to grow, additional access to OR 42 is essential. Currently all areas between Carnes and the S. Umpqua River (over a mile away) must use the Carnes Road intersection. With the completion of Rolling Hills Road and a signal, the traffic may be more easily split between Carnes and Rolling Hills allowing for improved operations and safety at Carnes. Outside of this improvement, a grade separated interchange at Carnes is the only other

solution. This improvement will lessen that need and should improve an existing SPIS site (top 10%) within the Region.

Project Prioritization: SWACT criteria consider the following items when considering project priority. 1.) Efficient utilization of existing and future transportation infrastructure; 2.) Use of transportation investments to foster compact livable communities; 3.) Use of transportation investments to foster economic opportunities; 4.) Access to alternative modes of transportation and reduced reliance on SOVs; 5.) To provide environmentally sensitive transportation options; 6.) Optimize safety on the transportation system; and 7.) Project readiness. (this category includes items such as leverage).

The project scored relatively well across all categories. Safety scores were based on a benefit cost analysis using the previous three year crash history. OHP scores were provided as a high, medium, or low rank and were based on an overall average of individual OHP Policy scores. The project is anticipated to go to into an environmental phase in 2008 with construction beginning in 2013.

Conditions of Approval:

None