

Oregon 62 Expressway - Units I & II

What's the Problem?

Increasing traffic in the corridor is causing safety and congestion problems. Through traffic - about 45% of all traffic - is hindered, especially in the commercial/business area. Several intersections have above average crash rates.

What does ODOT plan to do?

Improve the corridor for all transportation modes. This includes building an expressway from Poplar Drive east, diverging north along the old Medco Haul Road, over Vilas Road, ending at a signal near Corey Road. Traffic bound for the commercial areas would continue as it does today.

This project, formally known as the Oregon 62: I-5 to Dutton Road project, has two funded phases - the first will be under construction this spring (2016) from near Poplar Drive to south of Vilas Road. The second phase or Phase three continues over Vilas Road and ends at Corey Road. The third phase, dependent on funding, may include multimodal components such as Park and Rides, signal prioritization and sidewalks on existing Oregon 62.

The Environmental Impact Statement examined the entire corridor from I-5 to north of White City. The Final EIS and Record of Decision were released in May 2013. Shortly after, property owners along Coker Butte Rd. petitioned to have the overcrossing moved from Commerce Drive. The overpass was moved to Coker Butte with some donation of right of way from land owners.

Additional delays occurred when the runway protection zone was extended affecting the expressway alignment. After consultation with FAA and the Airport, approvals were given.



Key Features - Jobs and Transportation Act phases

- Phase I: Construction of a four lane expressway begins this spring with a directional interchange at the south end, and an overpass at Coker Butte Road.
- Phase II: Expressway continues north over Vilas Road (no ramps), continues following the old Medco Haul Road and ends at a signal near Corey Rd., south of White City.
- A multi-modal component is planned after Phase II, dependent on available funds, which may include park and ride facilities, express bus lanes, signal prioritization for transit, etc.



Southwest Oregon Region Current Projects

Building Oregon's Economy through Transportation Investment

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Funding:

The 2009 Oregon Legislature approved the Jobs and Transportation Act providing \$100 million of the approximate \$120 million for the first two phases. Entire corridor project cost is estimated at more than \$400 million.

Timeline

- Phase 1 bid in February 2016. Knife River begins construction in May 2016.
- Phase 2 bids December 2016, with construction beginning in 2017.
- Improvements are expected to be finished by 2019.
- A Phase 3 is anticipated to bid after Phase 2 and will include multimodal items.

Complete corridor funding, both the north and south ends, as denoted in the FEIS, is uncertain.

Need More Information

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