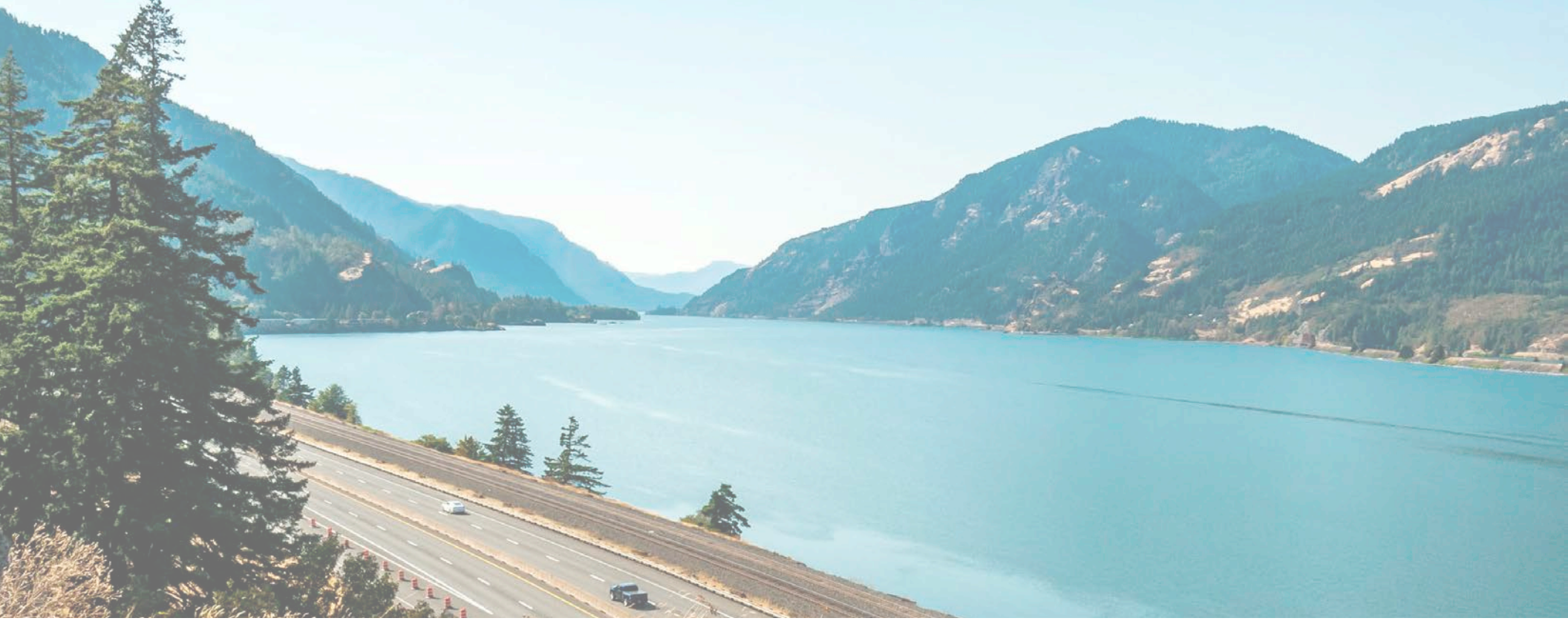


2024 - 2027

MARCH 2023 DRAFT

Oregon Department of Transportation

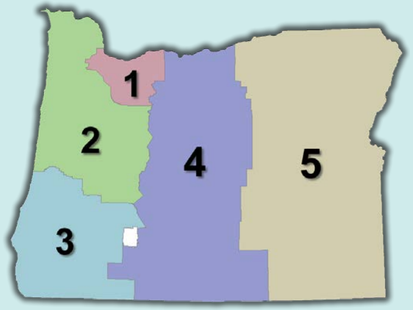
STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

STIP

REGION 1

OREGON DEPARTMENT OF TRANSPORTATION

Table of Contents



About Region 1

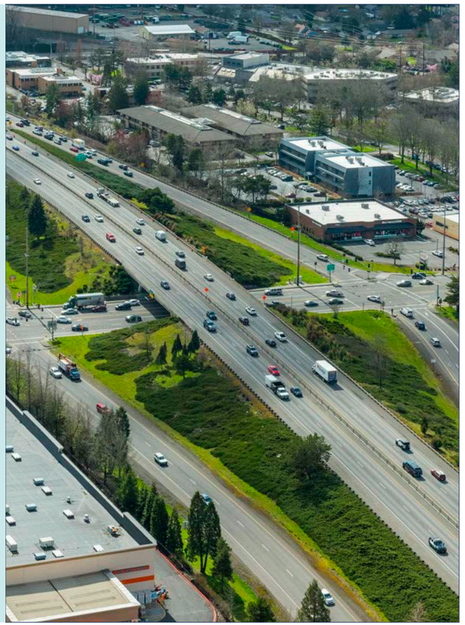
ODOT Region 1 encompasses all of Hood River and Multnomah Counties, as well as most of Clackamas and Washington Counties. Region 1 is the most populous of ODOT's five regions. In addition, Oregon's largest port district, intermodal freight terminals and the state's only international airport are in Region 1.

This book is available online at:

www.ODOTRegion1STIP.org

Published March 2023

Oregon Department of Transportation



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Contact us

Contact the Region 1 STIP team at Region1STIP@odot.oregon.gov.

For general questions or concerns, contact Ask ODOT at 1-888-275-6368 or Ask.ODOT@odot.oregon.gov.

www.ODOTRegion1STIP.org

ODOT Region 1 Statewide Transportation Improvement Program: The STIP for short.

The STIP is Oregon's ongoing program for state and federally funded projects to preserve and develop our road, public transit, bike and pedestrian systems. The STIP outlines ODOT's transportation priorities for the next four years and is updated every three years.

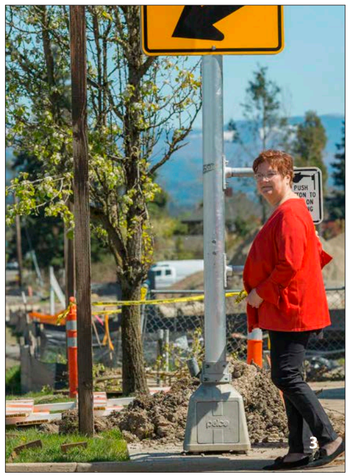
The next STIP covers the years 2024 through 2027, specifically federal fiscal years which begin October 1. Funds for the 2024-2027 STIP are available as of October 2023. After a public comment period, the Oregon Transportation Commission (OTC) will adopt the entire statewide STIP in July 2023, and it will subsequently be signed by the Governor.

This book outlines capital projects funded in the 2024-2027 STIP within ODOT Region 1. Projects funded during prior STIP cycles may remain in progress and can be found in prior STIP books. Amendments to STIP projects occur periodically and may include adjustments to project scope, schedule and budget, and new projects can be added to the STIP by the OTC.

Creating the 2024-2027 STIP

The Oregon Transportation Commission, or the OTC, began work on the 2024-2027 STIP in July 2020. Creation of the STIP follows a three-year public process:

1. **Dividing up the money:** Based on the Commission's policies, priorities and goals, the OTC divides the money among programs that fix roads and bridges, address safety problems, provide more options to get around and improve our transportation system— both state highways and local roads.
2. **Selecting projects:** ODOT uses data on conditions, safety and congestion to come up with a list of the highest priority projects that help us make progress toward meeting our goals. We figure out how much each project will cost and when we could deliver them. We also work with advisory committees made up of local elected officials and citizens to help understand which projects are most important to our communities. They help us come up with a list of the best projects that fit within our budget and help us meet our goals. This list is the draft STIP.
3. **Public review and approval:** The draft STIP will be released for public review in spring 2023 to allow for public comment on the list of projects.



Dividing up the Money

In fall 2020, the OTC engaged in a public conversation about various scenarios for the funds allocated for the 2024-27 STIP. As in past STIP cycles, OTC decided to allocate funds to various funding categories, described here.

Fix-It

Fix-It programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals and others. ODOT uses data about the conditions of assets to choose the highest priority projects. In recent STIP cycles, the Oregon Transportation Commission has allocated most funding to Fix-It programs.

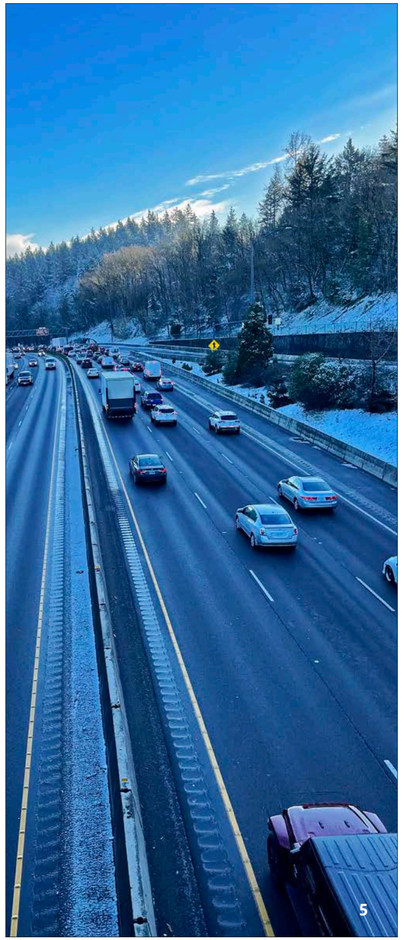
The "Fix-It" programs included in the Region 1 2024-2027 STIP include:

- **Operations Program** projects improve safety and increase operational efficiencies on the state highway system. There are four sub-program areas in the Operations Program: Intelligent Transportation Systems; Signs, Signals and Illumination; Slides and Rockfalls; and Transportation Demand Management.
- **Pavement Preservation Program** projects improve the safety of the state highway system by improving conditions related to the roadway surface (ruts, slick surfaces, drainage problems, cracks, and potholes) as well as funding a limited number of safety items like durable striping, guardrail and roadside obstacle removal. Project selection is driven by the Pavement Management System, which tracks pavement conditions.
- **Culvert Program** projects create, replace or enhance culverts to provide safe passage for fish or wildlife under Oregon roads and bridges.
- ODOT's **Bridge Program** identifies projects for funding that extend the service life of existing bridges, and, where that is not cost effective, bridge replacements. Typical bridge projects include: rehabilitation work like deck overlays, concrete repair, scour repair; safety upgrades like bridge rail replacements and screening; and preservation treatments like steel bridge painting to prevent corrosion of steel reinforcement. Bridge projects are selected based on condition information from the ODOT Bridge Management System and ODOT bridge engineers, along with input from Region Bridge Maintenance crews. Final project prioritization for OTC consideration is done by the Bridge Program Manager and Region Leadership.
- The **Interstate Maintenance Program** provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the Interstate System. The program is similar to the Preservation program; however, funds in the program must be spent on the interstate system. A significant portion of the Region's Interstate Maintenance and Preservation projects are in urban areas where traffic conditions affect the hours available for construction and the mobilization of construction teams during off-peak hours. This in turn leads to higher costs for construction compared to projects in rural areas.

Safety

ODOT's Safety programs are focused on reducing fatal and serious injury crashes on Oregon's roads through a data-driven approach.

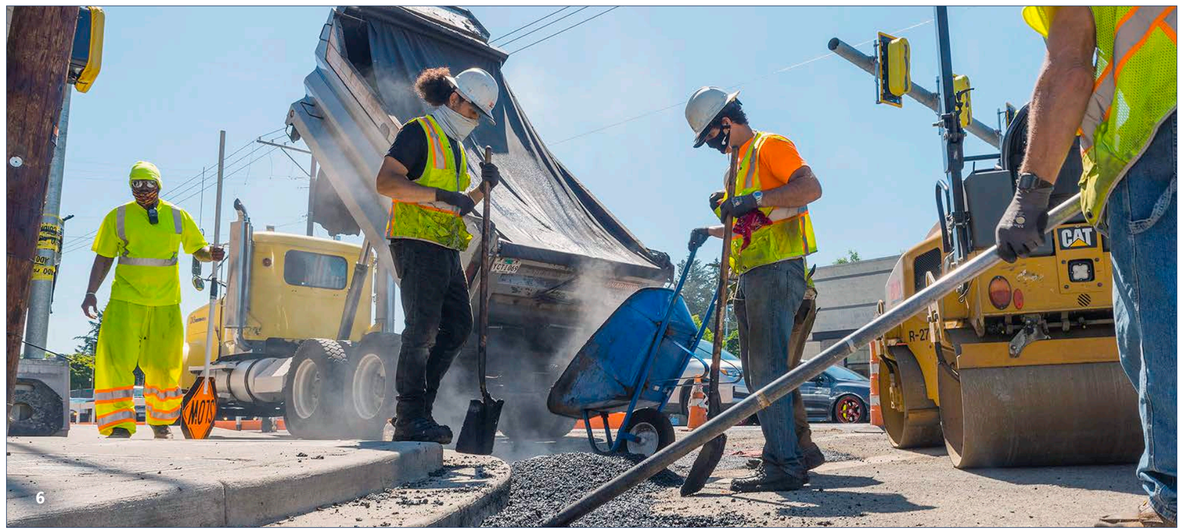
- The **All Roads Transportation Safety (ARTS) Program** addresses safety needs on all public roads in Oregon. The principle and purpose of ARTS is to reduce fatal and serious injury crashes on all public roads, regardless of jurisdiction. ARTS projects are selected and prioritized using a data-driven approach incorporating crash data analysis, known risk factors, and other data-supported methods to identify locations to achieve the most benefit with available funding.
- The **Rail Safety Program** designates funds for highway grade crossing safety improvement projects to reduce the number of fatalities, injuries and crashes at public railway-highway grade crossings.



Public & Active Transportation

The Public and Active Transportation category includes a variety of programs for public transportation, pedestrian and bicycle projects, Safe Routes to School (SRTS) education and infrastructure, and Transportation Options programs. ODOT also provides significant funding for public and active transportation in other funding categories, such as safety, local government and ADA accessibility programs.

- The **Pedestrian and Bicycle Strategic Funding Program** addresses pedestrian and bicycle gaps on the state system such as missing sidewalks, bike lanes and crossings. Projects are prioritized at locations that provide an equity and safety benefit. Funds are also leveraged with other ODOT projects such as repaving or curb ramp replacement at high priority pedestrian or bicycle locations.
- The ODOT **Safe Routes to School construction program** provides funding to help reduce pedestrian and bicycle network gaps on ODOT roads within a mile of a school. "Safe Routes to School" refers to efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school. Construction programs focus on making sure safe walking and biking routes exist through investments in crossings, and improvements such as sidewalks and bike lanes, flashing beacons, and other such enhancements.



Other Programs

Enhance Highway Program

The Enhance Highway Program makes operational and capacity enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. Enhance projects can include a wide range of investments like new lanes and interchange improvements.

Urban Mobility

ODOT's Urban Mobility Strategy is a cohesive approach to make everyday travel safer and more predictable in the Portland area by managing traffic with congestion pricing, reducing highway bottlenecks and making strategic multimodal transportation investments.

The Urban Mobility Strategy includes once-in-a-generation projects that aim to reduce congestion, update bridges and roads to withstand seismic events and generate a sustainable source of revenue to modernize and maintain the region's infrastructure.

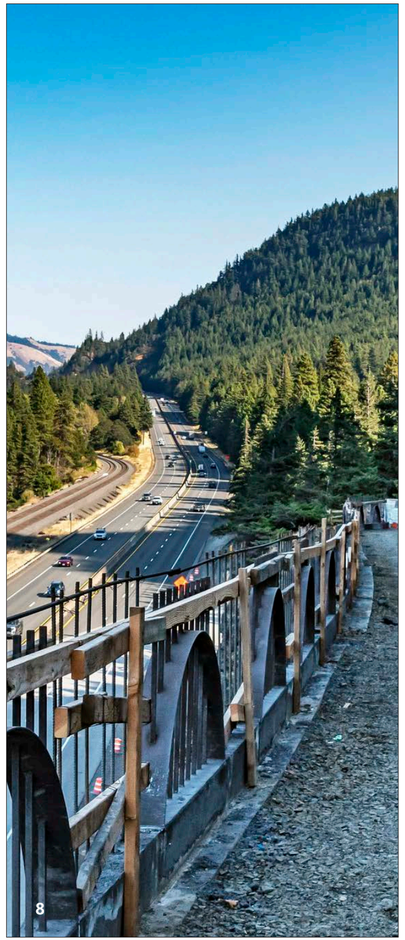
ADA Program

In 2017, ODOT began work to bring 25,000+ curb ramps into compliance with Americans with Disabilities Act (ADA) standards over the next fifteen years. People with disabilities and everyone who uses sidewalks along the state transportation system will benefit from upgrades to existing curb ramps and pedestrian signals, and new ADA-compliant curb ramps and pedestrian signals where they don't exist today.

Electric Vehicle Program

The Oregon Transportation Commission committed over $100 million to increase public EV charging infrastructure in Oregon. About two-thirds of the funding must be spent on EV charging infrastructure along Alternative Fuel Corridors (AFCs), as per guidance from the Federal Highway Administration. The funding is distributed under the federal National Electric Vehicle Infrastructure (NEVI) Formula Program. AFCs are roads approved by the FHWA on which states may use federal funding to build EV charging and other alternative fuel infrastructure. Oregon has 11 roads designated as electric corridors under the program: Interstates 5, 82, 84, 205 and 405; US Highways 20, 26, 95, 97 and 101; and OR Highway 42. ODOT may propose additional roads for designation over the next five years.

The remaining third of the money — $36 million — will be used to close EV infrastructure gaps beyond those seven corridors, with more charging sites in rural and urban areas and underserved communities, and at apartment complexes.



Selecting Projects

STIP development must follow the statewide funding allocations and project selection guidelines. Program managers created initial lists of potential projects based on the applicable criteria outlined above. In addition, equity and climate benefits are considered when selecting projects for funding. Many ODOT projects accomplish multiple types of improvements and could fit under several categories. For example, completing a sidewalk network may also enhance safety, or a paving project may also improve operations. ODOT staff attempt to best align a promising project with a funding category and some projects are funded through multiple programs.

Needs far exceed funding, so the program managers began by identifying "150 percent lists" that included projects worth approximately 150 percent of their anticipated funding levels and shared these at regional forums and our website. ODOT Region 1 then created a draft 100 percent list after additional analysis and review, including incorporation of feedback from the Region 1 Area Commission on Transportation, local agencies and the public. Note that OTC does not allocate funds by ODOT region. Rather, OTC or ODOT leadership determines the approach for identifying the project list for each category. Some programs use a regional or statewide data-driven approach, others have a competitive internal (e.g., Enhance) or external (e.g., local ARTS) submission and selection process, and several operate with a general target of funds to each region.

Most projects are fully funded within a single STIP cycle. Some projects receive funding for only design or construction phases. In addition, to best respond to ongoing price escalation, some funding programs are holding a pool of construction funds separate from individual projects. The STIP still allocates funds for preliminary engineering, right of way acquisition, and other pre-construction activities to specific projects. Once a final updated construction cost estimate is available, ODOT will allocate the necessary funds from the program's construction "bucket." This approach is intended to provide flexibility to deliver all the projects in the funding category.

Public Review and Approval

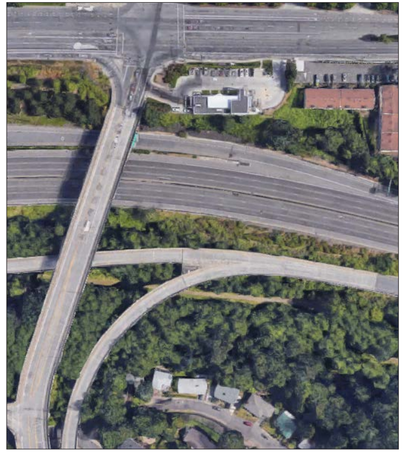
ODOT staff shared the draft 150% project list for Region 1 starting in summer 2021 at regional forums such as the Area Commission on Transportation and Metro's Transportation Policy Alternatives Committee. Agencies and public stakeholders alike were welcomed to submit comments on the 150% list at these forums, through email or phone, or our STIP website. Handouts included a QR code to allow for easy access to comment forms via Smart Phone.

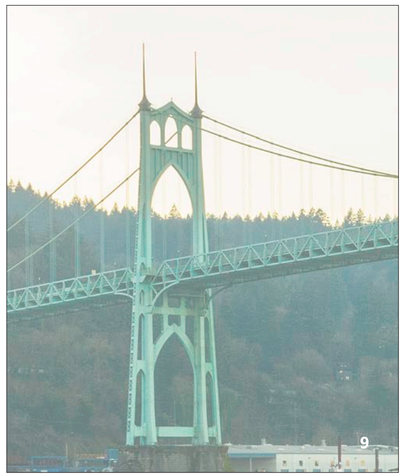
ODOT staff began presenting on the 100% project list starting in summer 2022 at similar forums, leading up to the OTC's initiation of a statewide 45-day public comment period in March 2023. This comment period will include additional presentations at regional committees as well as three public open houses:

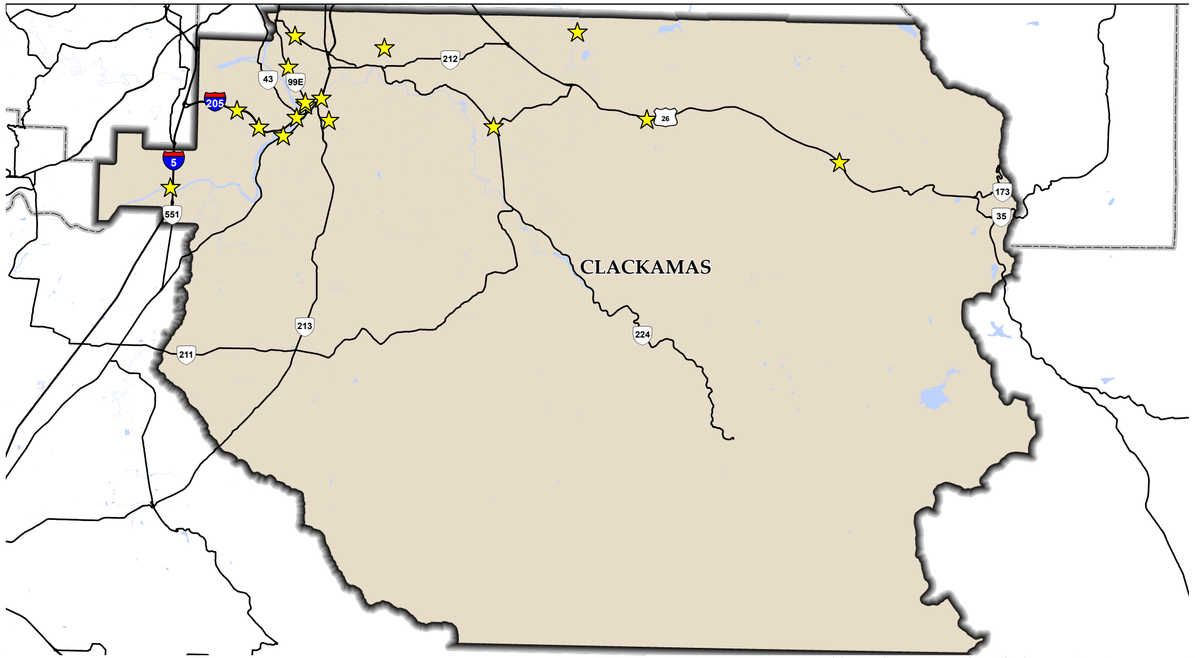
- **Clackamas County** | April 3, 4:30 to 6 p.m. at the Clackamas County Development Services Building in the auditorium (150 Beavercreek Road, Oregon City, OR 97045).
- **Washington County** | April 8, 11 a.m. to 1 p.m. at the Beaverton Library (12375 SW 5th Street, Beaverton, OR 97005).
- **Hood River County** | April 25, 4:30 to 6:00 p.m. at the Hood River Taylor Fire Station in the community room (1785 Meyer Parkway, Hood River, OR 97031).

The public comments gathered during these comment periods will be reviewed by ODOT staff to inform the final STIP project list and project scopes.

After the public comment period, the Oregon Transportation Commission (OTC) will adopt the entire statewide STIP in July 2023, and it will subsequently be signed by the Governor.





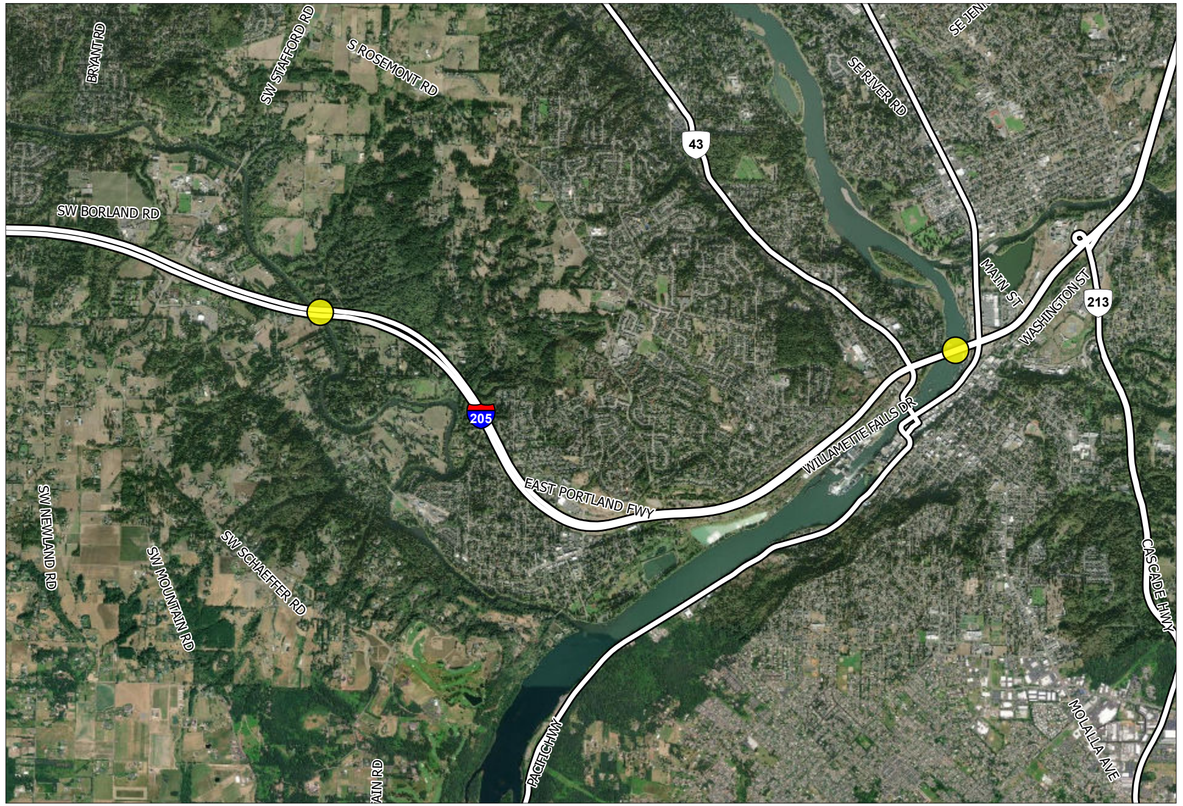


See additional projects within Clackamas County on page 43.

Clackamas County

I-205: OR213 - Stafford Rd variable rate tolling project

ODOT - Clackamas County **22507**



I-205: OR213 - Stafford Rd variable rate tolling project

ODOT - Clackamas County **22507**

Project Description

Develop and implement variable rate tolling on I-205 at the Abernethy Bridge and the Tualatin River Bridge.

Purpose And Need

This section of I-205 experiences congestion, unpredictable travel times and highway crashes. Implementing tolls on the I-205 Abernethy Bridge and Tualatin River Bridge will raise revenue for construction of planned improvements on I-205 and will help to manage congestion.

Proposed Solutions

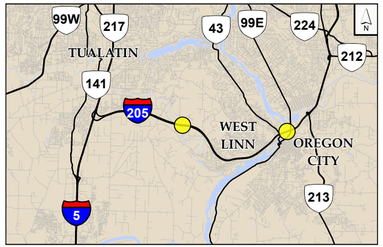
- Develop and implement tolling system on two I-205 bridges: Abernethy Bridge and Tualatin River Bridge. Revenue from tolling will provide funds for the I-205 Improvements Project.

Anticipated Benefits

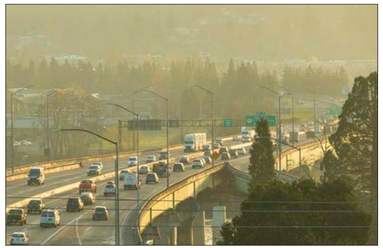
- Manages congestion and raises revenue for the I-205 Improvements Project, giving travelers a better, safer and more reliable trip. Improvements include adding a third travel lane in each direction of I-205 between the Stafford Road interchange and OR 43 interchange, constructing a northbound auxiliary lane between OR 99E and OR 213, and seismic upgrades to or reconstruction of eight bridges along I-205 between Stafford Road and OR 213.
- Improves freight travel times, moving goods and services in a more reliable way.

Funding

2021-2024 STIP	$ 27,257,890
House Bill 3055	$ 57,000,000
Estimated Total Cost	**$ 84,257,890**



I-205 between OR 213 south of Oregon City and Stafford Road.



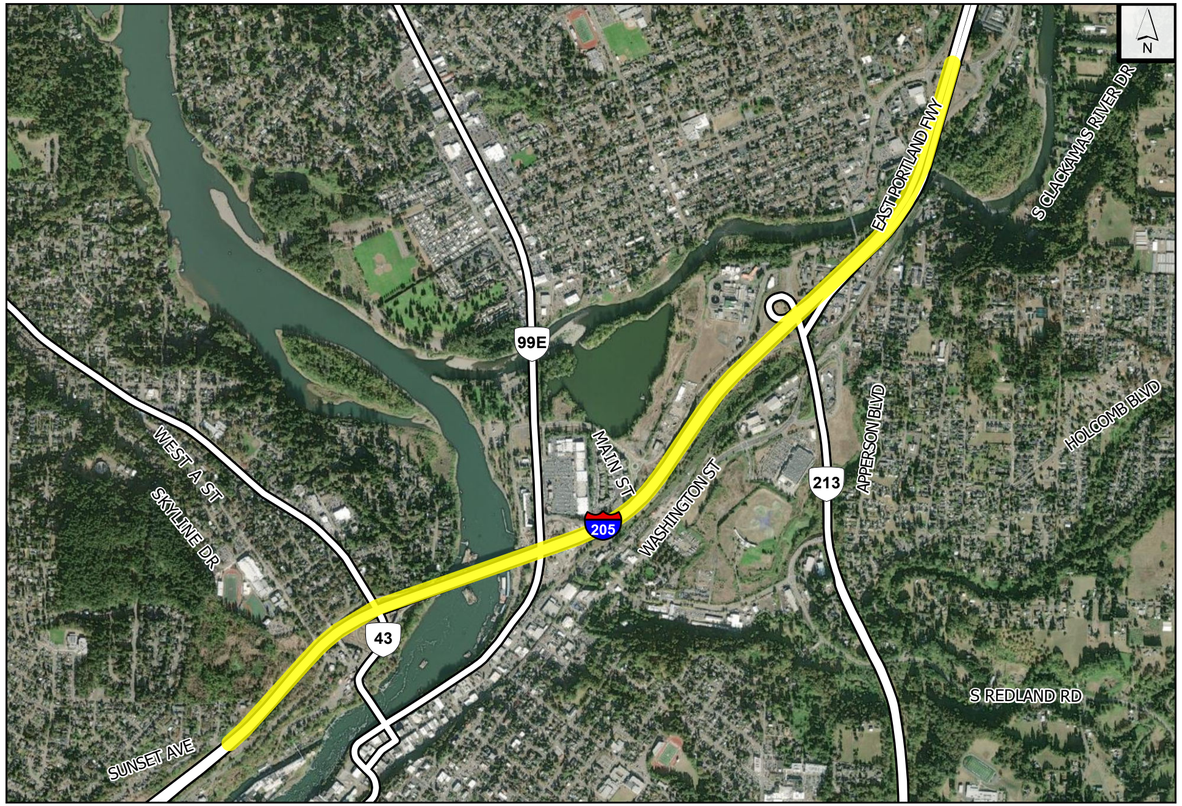
Congestion on I-205.

Oregon Department of Transportation

I-205 Abernethy Bridge, Ground Improvements

ODOT - Clackamas County

23328



I-205 Abernethy Bridge, Ground Improvements

ODOT - Clackamas County

23328

Project Description

Complete seismic retrofits to the I-205 Abernethy Bridge by constructing ground stabilization.

Purpose And Need

The Portland metro region currently does not have an interstate bridge over the Willamette River that will withstand a major earthquake.

Proposed Solutions

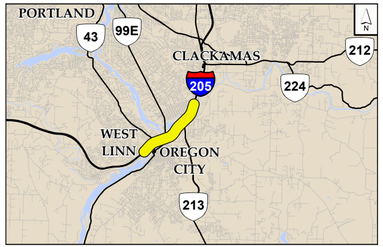
- Completing these seismic retrofits requires ground stabilizations including deep soil mixing and using high velocity jets to inject grout material near the bridge foundations.

Anticipated Benefits

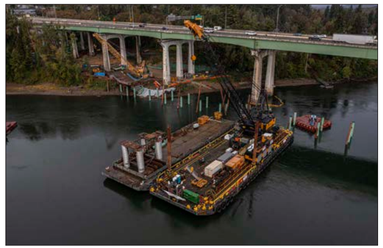
- Makes the Abernethy Bridge the first earthquake-ready interstate bridge across the Willamette River in the Portland metro area.

Funding

House Bill 3055	$50,000,000
Estimated Total Cost	**$50,000,000**



The I-205 Abernethy Bridge between Oregon City and West Linn.



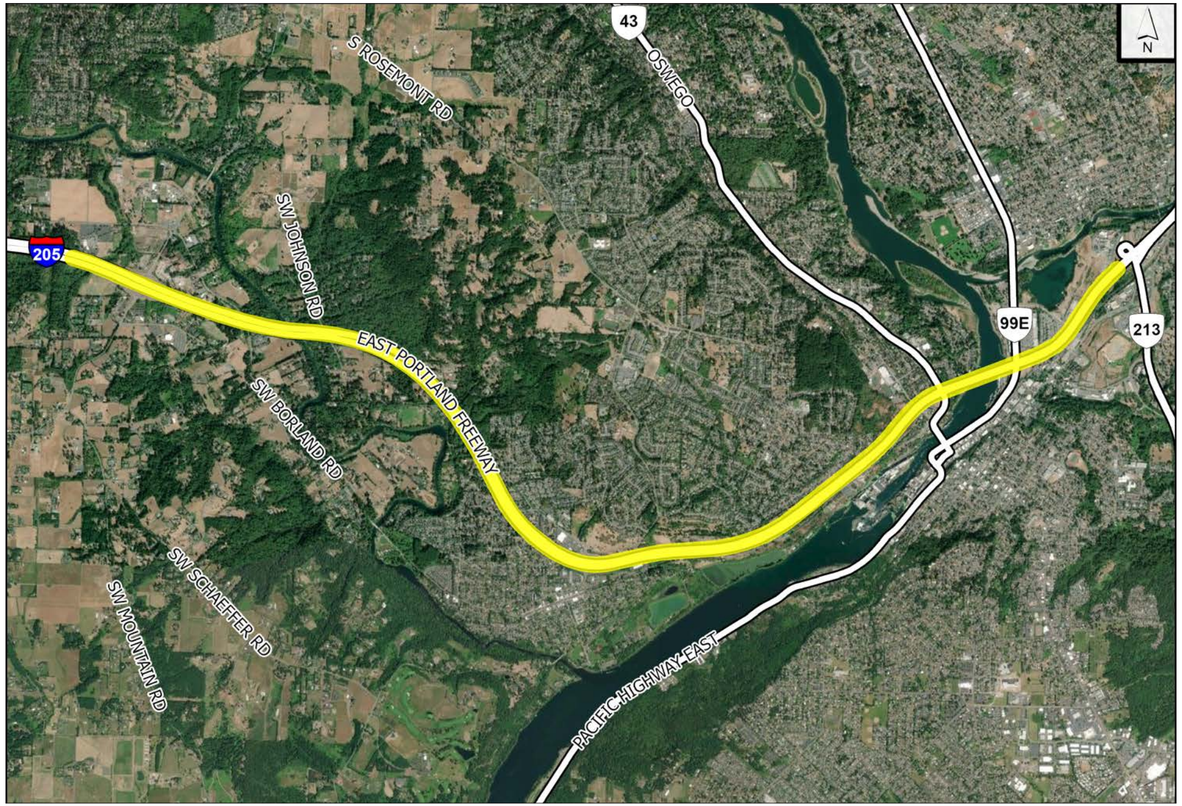
Phase 1 improvements to the Abernethy Bridge.

Oregon Department of Transportation

I-205: I-5 to OR213, Phase 2

ODOT - Clackamas County

22862



I-205: I-5 to OR213, Phase 2

ODOT - Clackamas County

22862

Project Description

Widens I-205 to three lanes in each direction from just west of Stafford Road to just east of OR 213. Provides seismic improvements to bridges on I-205 and installs active traffic management (ATM) signs. Variable rate tolling would be used in combination with project improvement to manage congestion and provide revenue. The I-205 Toll Project is listed separately in the STIP.

Purpose And Need

This section of I-205 experiences congestion, unpredictable travel times and numerous highway crashes. In addition, the bridges along I-205 are not seismically resilient.

Proposed Solutions

- Widen I-205 between Stafford Road and OR 213.
- Reconstruct or upgrade bridges to seismic standards, resurface pavement and construct sound walls.
- Install ATM signs and sign structures.
- Improve drainage, roadside development and illumination.

Anticipated Benefits

When paired with variable rate pricing:

- Reduces hours of congestion from 14 to two hours or less when paired with variable rate tolling.
- Reduces crashes.
- Upgrades bridges to be seismically resilient and allows I-205 to be operational quickly after a disaster.
- Installs traffic information signs to help travelers get where they are going safely and efficiently.

Funding

House Bill 3055	$315,000,000
Estimated Total Cost	**$315,000,000**

I-205 between Stafford Road and OR 213.

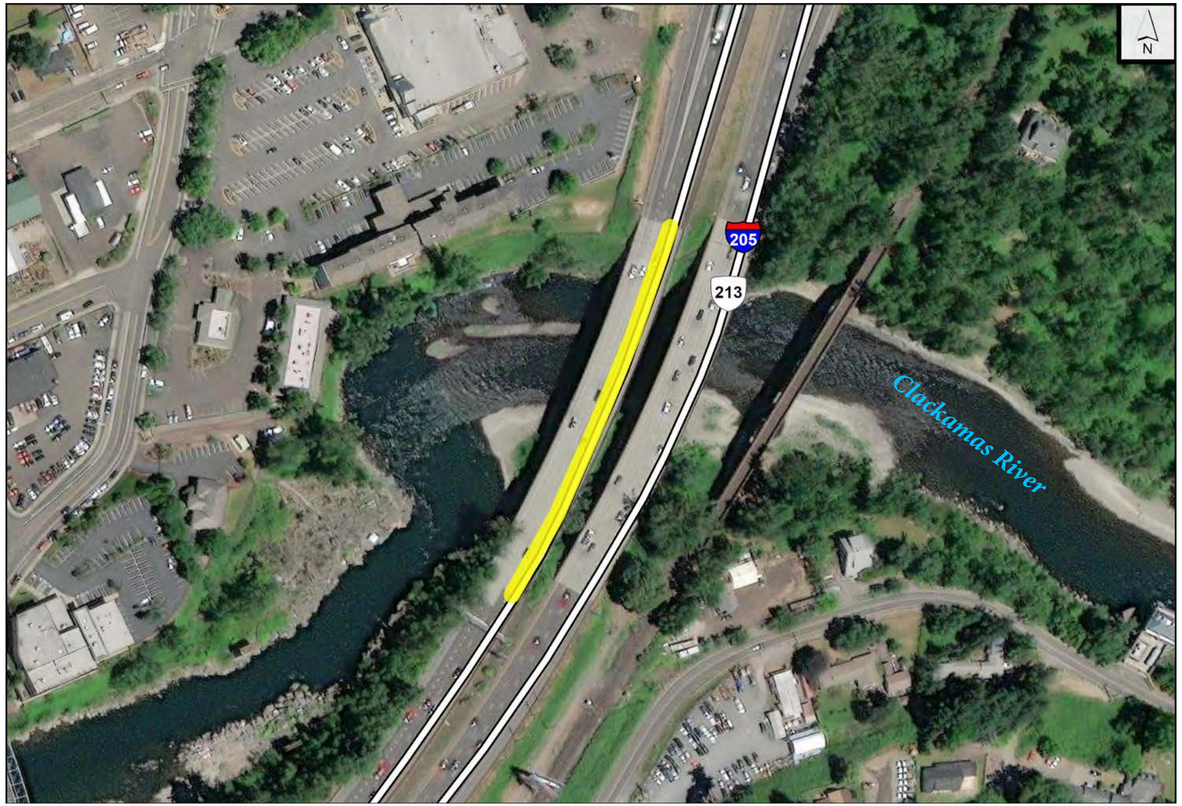
Traffic on I-205.

Oregon Department of Transportation

I-205: Clackamas River southbound bridge

ODOT - Clackamas County

23068



I-205: Clackamas River southbound bridge

ODOT - Clackamas County

23068

Project Description

Remove and replace the bridge deck over the Clackamas River on I-205 southbound between Gladstone and Oregon City.

Purpose And Need

The southbound I-205 bridge deck is cracking and losing its effectiveness. The bridge seals and joints are full of debris with some water leakage. The bridge railing does not meet current height and safety standards and needs to be replaced.

Proposed Solutions

- Resurface bridge deck with new concrete.
- Replace bridge joints and seals.
- Install new steel railing.

Anticipated Benefits

- Extends the bridge lifespan and increases safety with an improved travel surface.
- Protects the bridge structure with a new bridge deck.
- Reduces need for costly repairs later by addressing maintenance issues in a timely manner.
- Improves safety with standard bridge railing.

Funding

Bridge	$7,767,000
Estimated Total Cost	**$7,767,000**

The I-205 bridge over the Clackamas River between Gladstone and Oregon City.

Rutting at the bridge joints.

Oregon Department of Transportation

US26: Cedar Creek Bridge

ODOT - Clackamas County

23064

US26: Cedar Creek Bridge

ODOT - Clackamas County

23064

Project Description

Replace the existing culvert with a bridge to improve fish passage and earthquake resilience. Determine construction approach through a Value Engineering (VE) study.

Purpose And Need

Emergency maintenance work on this bridge in 2018 temporarily addressed ongoing scour issues and identified the need to remove barriers to fish passage. We are working in coordination with Oregon Department of Fish and Wildlife (ODFW). Additionally, the bridge does not currenly meet seismic resiliency standards.

Proposed Solutions

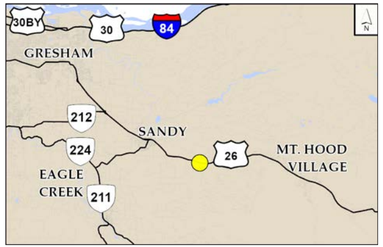
- Replace the existing structure with a new bridge that meets high-priority fish passage requirements as defined by ODOT's agreement with ODFW, and provides systemic resiliency to travelers on U.S. 26.

Anticipated Benefits

- Improves fish passage with a new culvert, and meets high-priority requirements as defined by ODOT's agreement with ODFW.
- Increases earthquake resiliency on U.S. 26 by building a new bridge that meets current seismic standards.
- Extends the lifespan of the corridor infrastructure and reduces future maintenance costs by building a new low-maintenance structure.

Funding

Bridge	$29,388,000
Estimated Total Cost	**$29,388,000**



U.S. 26 east of Sandy.

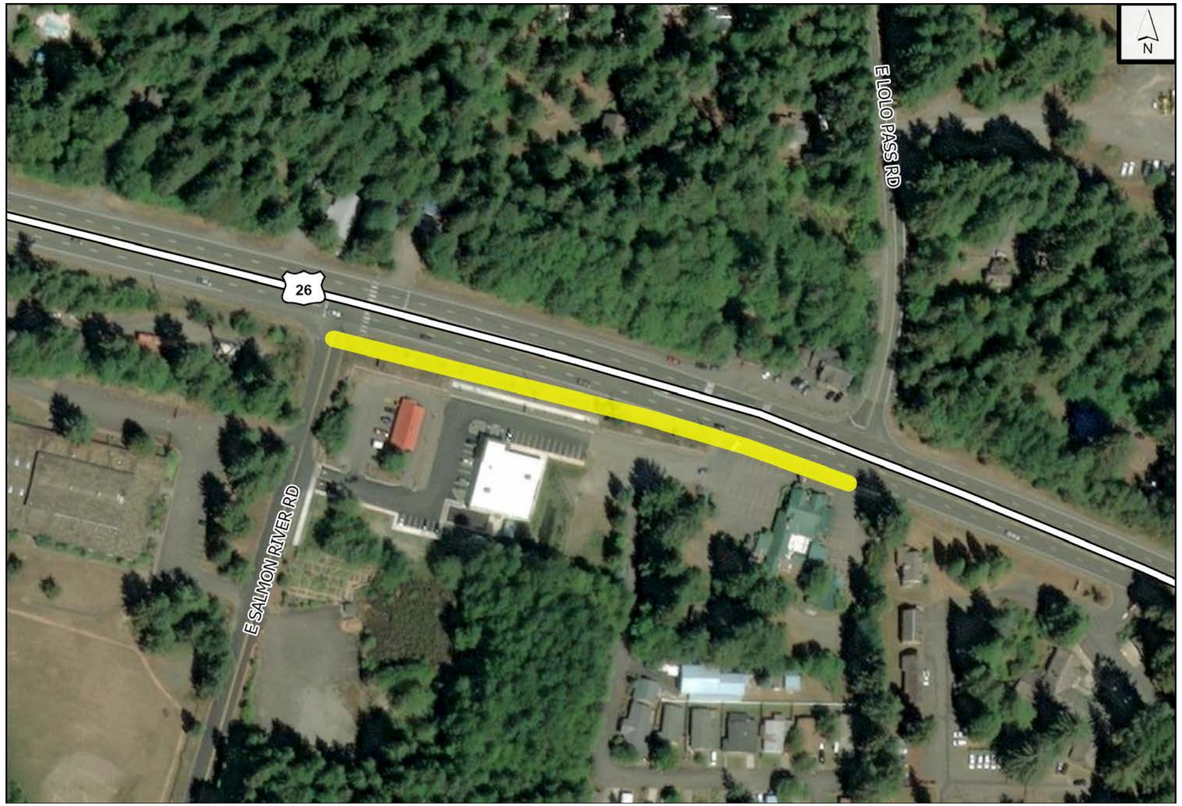
The existing culvert under U.S. 26.

Oregon Department of Transportation

US26: E Salmon River Rd - E Lolo Pass Rd

ODOT - Clackamas County

23049



US26: E Salmon River Rd - E Lolo Pass Rd

ODOT - Clackamas County

23049

Project Description

Extend a shared use path along the south side of U.S. 26 east from E Salmon River Road to E Lolo Pass Road.

Purpose And Need

Improves safety and access for people who walk and ride in the area and extends an existing shared use path. The shoulder of U.S. 26 is currently used by people walking, biking and rolling in the area between Welches Schools and businesses.

Proposed Solutions

- Construct a new 800-foot segment of a shared-use-path along the south side of U.S. 26, which was identified as a high priority in the Mt. Hood Multimodal Transportation Plan and add pedestrian facilities in Welches as identified in Clackamas County's Transportation System Plan.

Anticipated Benefits

- Improves safety and accessibility for people walking, biking and rolling along U.S. 26. from the fire station and Welches Schools to businesses east of Salmon River Road.

Funding

Safe Routes to Schools	$2,137,000
Estimated Total Cost	**$2,137,000**

U.S. 26 in Welches.

Existing shoulder conditions along U.S. 26 at E Salmon River Road.

Oregon Department of Transportation

OR99E: Clackamas River (McLoughlin) Bridge

ODOT - Clackamas County **20472**

OR99E: Clackamas River (McLoughlin) Bridge

ODOT - Clackamas County **20472**

Project Description

Repaint the McLoughlin Bridge to prevent corrosion and protect the vital connection for over 37,000 daily travelers across the Clackamas River from deterioration.

Purpose And Need

The bridge was last painted 47 years ago in 1976. The paint is deteriorating and not effectively protecting the steel structure, risking further corrosion and wear.

Proposed Solutions

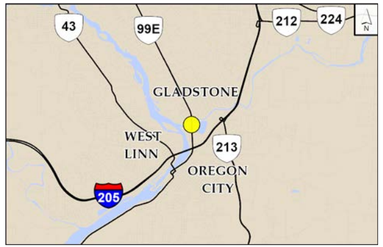
- The steel structure will be restored, painted and protected from corrosion, extending the lifespan of this bridge heavily used by travelers.

Anticipated Benefits

- Maintain and preserve this historical landmark and critical river crossing for 37,000 daily travelers from further corrosion by restoring and adding new protective paint.

Funding

2021-2024 STIP	$1,249,000
Bridge	$13,111,000
Estimated Total Cost	**$14,360,000**



OR 99E connecting Oregon City and Gladstone at the Clackamas River.

McLoughlin Bridge is in need of new paint to protect the steel structure and prevent corrosion.

Oregon Department of Transportation

OR99E Canemah Rockfall Phase 2

ODOT - Clackamas County

22865

OR99E Canemah Rockfall Phase 2

ODOT - Clackamas County

22865

Project Description

Address loose rock and repair existing wire mesh on the steep slopes above OR 99E. Install rock bolts and remove slope vegetation to reduce rockfall and potential for rocks to land on OR 99E.

Purpose And Need

In the past 10 years, there have been at least four rockfall events with debris landing on OR 99E and requiring closure of highway lanes. In 2008, rockfall closed a lane for 14 days. This project mitigates the hazardous rock slope.

Proposed Solutions

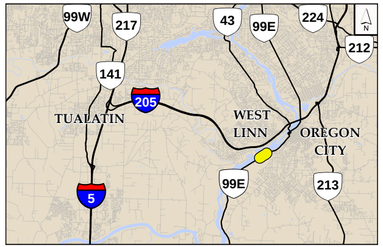
- Repair or replace existing rockfall wire mesh.
- Install more than 150 rock bolts to stabilize the slope.
- Scale the slope to remove loose rock.
- Remove vegetation from the slope.

Anticipated Benefits

- Improves safety and trip reliability by reducing instances of rocks landing on OR 99E and the delays caused by repairs or clean up after they fall.

Funding

Operations	$4,002,000
Estimated Total Cost	**$4,002,000**



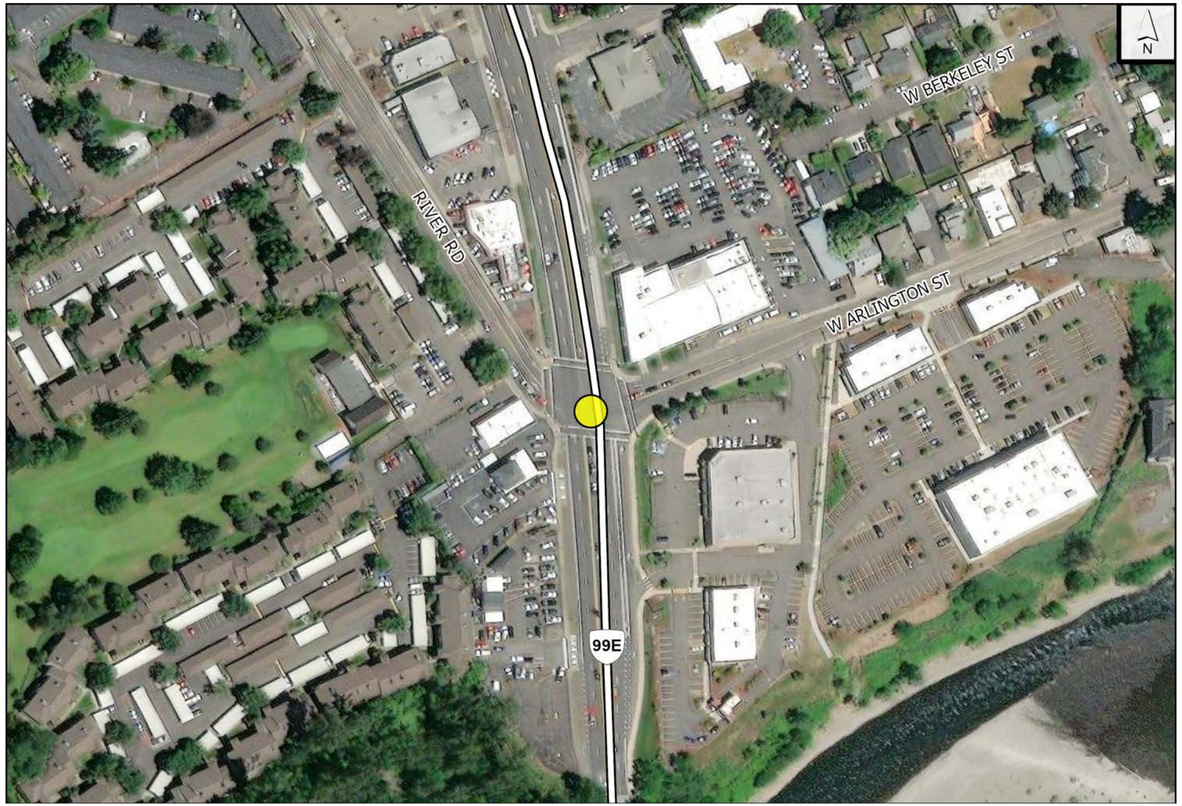
OR 99E near Canemah Bluff.

Rocks from scaling on adjacent slopes on OR 99E.

Oregon Department of Transportation

OR99E: McLoughlin Blvd at W Arlington St and River Rd

ODOT - Clackamas County **22864**



OR99E: McLoughlin Blvd at W Arlington St and River Rd

ODOT - Clackamas County **22864**

Project Description

Design and install all new signal equipment and phasing to improve safety for all modes of travel at this 2018 10% Safety Priority Index System site.

Purpose And Need

This intersection is a top 10% Safety Priority Index System site, with 61 crashes over a five-year period ending in 2018. This included 40 crashes with injuries, crashes involving bicyclists, and two crashes involving pedestrians. The signal is at the end of its projected life and does not meet current standards.

Proposed Solutions

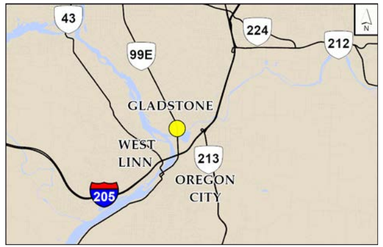
- Design and install a full signal rebuild including new electrical cabinet, detection, signal poles, wiring, conduits, pedestrian push buttons and signal indications, vehicle signal heads, ADA ramps and upgraded signal interconnect system.
- Review traffic pattern modifications and implementent those that will increase safety.

Anticipated Benefits

- Increases safety and reduces crashes at this 10% Safety Piority Index System site by bringing traffic equipment and operations up to current standards.
- Reduces crashes and increases safety for all travelers by improving traffic control, visibility and delineation between travelers.
- Improves signal visibility.
- Increases safety and accessibility for pedestrians, bicyclists and people using mobility devices, improving accessibility to area schools, grocery stores, health care, transit stops and shops.

Funding

Operations	$4,068,000
Estimated Total Cost	**$4,068,000**



Intersection location on OR 99E just south of the Clackamas River Bridge.

A pedestrian crossing SE McLoughlin Boulevard, a top 10% Safety Priority Index Site.

Oregon Department of Transportation

OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St

ODOT - Clackamas County

22953

OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St

ODOT - Clackamas County

22953

Project Description

Improve traveler safety for people walking and biking by installing enhanced crosswalks where SE Risley and SE Meldrum Avenues intersect with OR 99E. Improvements at these crossings will include Rectangular Rapid Flashing Beacons (RRFB), pedestrian islands and signage. Construct new sidewalk infill with ADA compliant curb ramps on OR 99E from SE Risley Avenue to W Gloucester Street.

Purpose And Need

The area has unsignalized, unmarked pedestrian crossings, missing or unwalkable sections of sidewalk, and a history of pedestrian and bicycle crashes. This roadway segment scores in the top 5% of areas with prioritized pedestrian needs and top 10% for bicycle priority needs.

Proposed Solutions

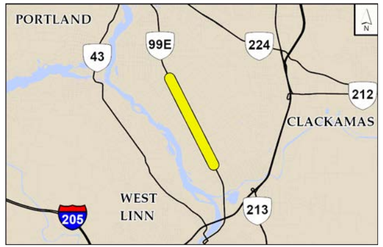
- Safety improvements for people walking, rolling, biking and taking transit at two intersections include the construction of overhead RRFBs, pedestrian islands, lighting, striping and signing to improve visibility and accessibility.
- Construct new sidewalks and compliant ADA ramps along OR 99E to fill in gaps in the network.

Anticipated Benefits

- Improves safety and accessibility for people who walk, bike and use transit by adding overhead RRFB signals, lighting, signage and curb ramps that meet ADA requirements.
- Improves visibility for all travelers in this high-speed corridor.
- Fills in gaps in the sidewalk network, improving waccess to businesses and other essential destinations such as schools, grocery stores, health care and community.

Funding

Ped/Bike Strategic	$7,073,000
All Roads Transportation Safety	$2,604,000
Estimated Total Cost	**$9,677,000**



OR 99E near Gladstone.

Transit users on OR 99E currently lack closeby access to safe crossings.

Oregon Department of Transportation

OR224: SE 17th - Rusk Rd

ODOT - Clackamas County

21598

OR224: SE 17th - Rusk Rd

ODOT - Clackamas County

21598

Project Description

Resurface the road to repair cracking, rutting and wear to extend the life of the road. The work includes bridge paving, joint replacement, Americans with Disabilities Act (ADA) compliant curb and ramps, and safety and operational improvements.

Purpose And Need

The pavement is in poor condition with cracking and potholes and needs to be repaved to prevent further damage and extend the lifespan of the road. Currently the road is cracking and 40% worn down. If it is not repaired in the 2024-27 STIP time frame, additional damage could increase the rehabilitation costs by up to five times the amount.

Proposed Solutions

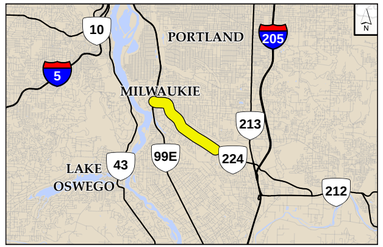
- Roadway repair and repaving of OR 224 between SE 17th Avenue to SE Rusk Road.
- Install curbs and curb ramps that meet ADA requirements.
- Improve traffic signage and signals.

Anticipated Benefits

- Improves road surface by repairing cracking, rutting and wear.
- Extends the life of the roadway and reduces maintenance costs by repairing damage before it progresses into deeper, more extensive damage to the road.
- Increases safety for all travelers by improving traffic signals, striping and signage.
- Increases accessibility by installing curb ramps that meet (ADA) requirements.

Funding

2021-2024 STIP	$2,796,734
2024-2027 Preservation	$19,606,000
2035-2037 Bridge	$838,961
Estimated Total Cost	**$23,241,695**



OR 224 between SE 17 Avenue and Rusk Road.

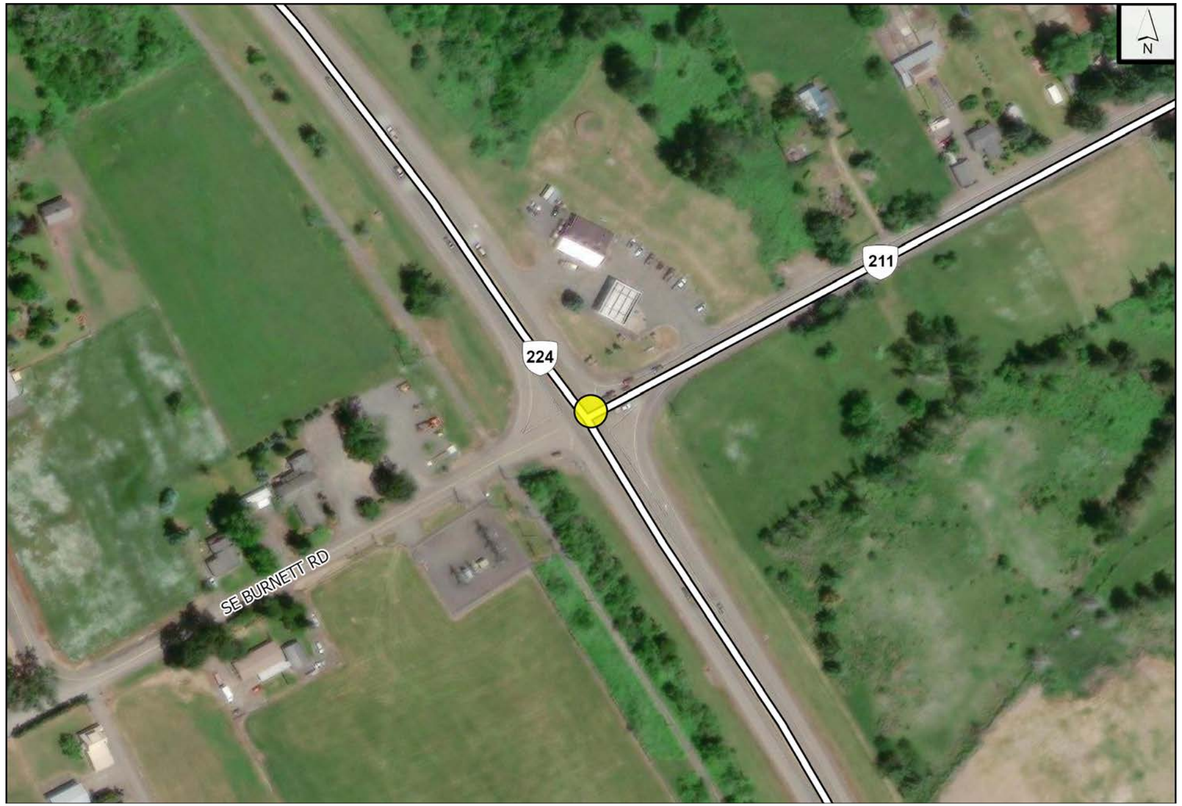
Cracking and rutting on the OR 224 pavement.

Oregon Department of Transportation

OR224 at OR211 and SE Burnett Rd

ODOT - Clackamas County

22771



OR224 at OR211 and SE Burnett Rd

ODOT - Clackamas County

22771

Project Description

Evaluate options for improving safety at the intersection of OR 224 with OR 211 and SE Burnett Road. Develop a design based on evaluation findings. Design elements could include improvements such as a roundabout, signalized intersection, lighting, sidewalks and signing.

Purpose And Need

This intersection is in the top 5% of intersections prioritized for safety improvements based on crash data. Between 2014 and 2018, 42 people were injured in 34 crashes. About 45% of the crashes occurred under nighttime conditions. This project will study how to improve operations and safety at this intersection.

Proposed Solutions

- Evaluate solutions to improve safety at this intersection, which could include elements such as a roundabout, a signalized intersection, lighting, signs, storm drain system upgrades and culverts. Develop a design based on evaluation findings.

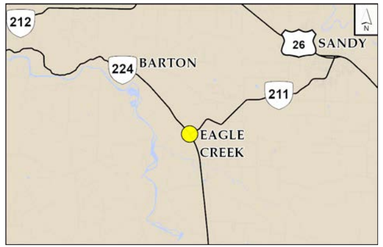
Anticipated Benefits

This project is for design only. The benefits will be realized with future construction funding.

- Reduces crashes and increases safety for all travelers on OR 224 at OR 211 by improving traffic control, visibility, and delineation between travelers.
- Increases safety and traveler comfort for people walking, biking or taking transit who often use the nearby Cazadero Trail and TriMet Line 30 by adding lighting, traffic calming and improved separation from cars.

Funding

All Roads Transportation Safety	$6,874,041
Estimated Total Cost	**$6,874,041**



OR 224 at OR 211 and Burnett Road near Eagle Creek.

This intersection on OR 224 has a high crash history.

Oregon Department of Transportation

S Holly Lane: Abernethy Creek Bridge

Clackamas County - Clackamas County **23083**

S Holly Lane: Abernethy Creek Bridge

Clackamas County - Clackamas County **23083**

Project Description

Replace an aging and weight restricted bridge over Abernethy Creek with a new bridge for Holly Lane travelers.

Purpose And Need

Constructed in 1933, the 100-foot bridge has weight restrictions and structural deficiencies, scoring only three points out 100 for its sufficiency rating. It is fracture critical, which means it does not contain redundant supporting elements in its structure.

Proposed Solutions

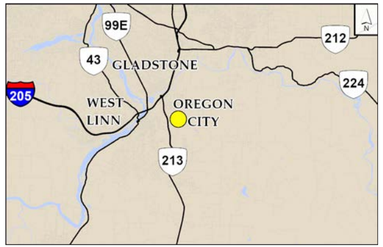
- Construct a new bridge over Abernethy Creek that minimizes historical, archaeological and environmental impacts. The new bridge would be constructed in the same alignment.

Anticipated Benefits

- Removes the weight restrictions for vehicles, allowing larger vehicles to travel over Abernethy Creek.
- Provides a safe and reliable critical route for adjacent properties and travelers.

Funding

Clackamas County	$965,123
Bridge	$8,423,377
Estimated Total Cost	**$9,397,500**



Holly Lane Bridge over Abernethy Creek just south of Redland Road in Oregon City.

The weight restricted bridge.

Oregon Department of Transportation

SE Lusted Road: Sandy River Bridge

Clackamas County - Clackamas County **23084**

SE Lusted Road: Sandy River Bridge

Clackamas County - Clackamas County **23084**

Project Description

Design phase to replace the Lusted Road Bridge, also known as the Dodge Park Bridge, which spans the Sandy River. The bridge is a critical connection for residents, the Portland Water Bureau and the timber industry.

Purpose And Need

The 300-foot-long bridge's superstructure is over 126 years old and came from one of the spans of the Burnside Bridge originally constructed in 1894. It has severe weight restrictions and structural deficiencies, scoring only five points out 100 for its sufficiency rating.

Proposed Solutions

- Design to replace the bridge with a new, two-span bridge of 350-feet that minimizes historical, archaeological and environmental impacts.

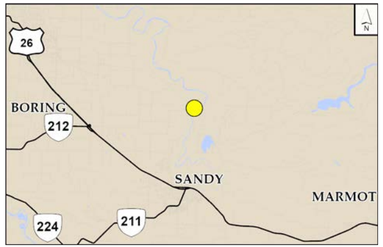
Anticipated Benefits

This project is for design only. The benefits will be realized with future construction funding.

- Removes weight restrictions and provides a safe, reliable critical route.

Funding

Clackamas County	$260,211
Bridge	$2,273,489
Estimated Total Cost	**$2,533,700**



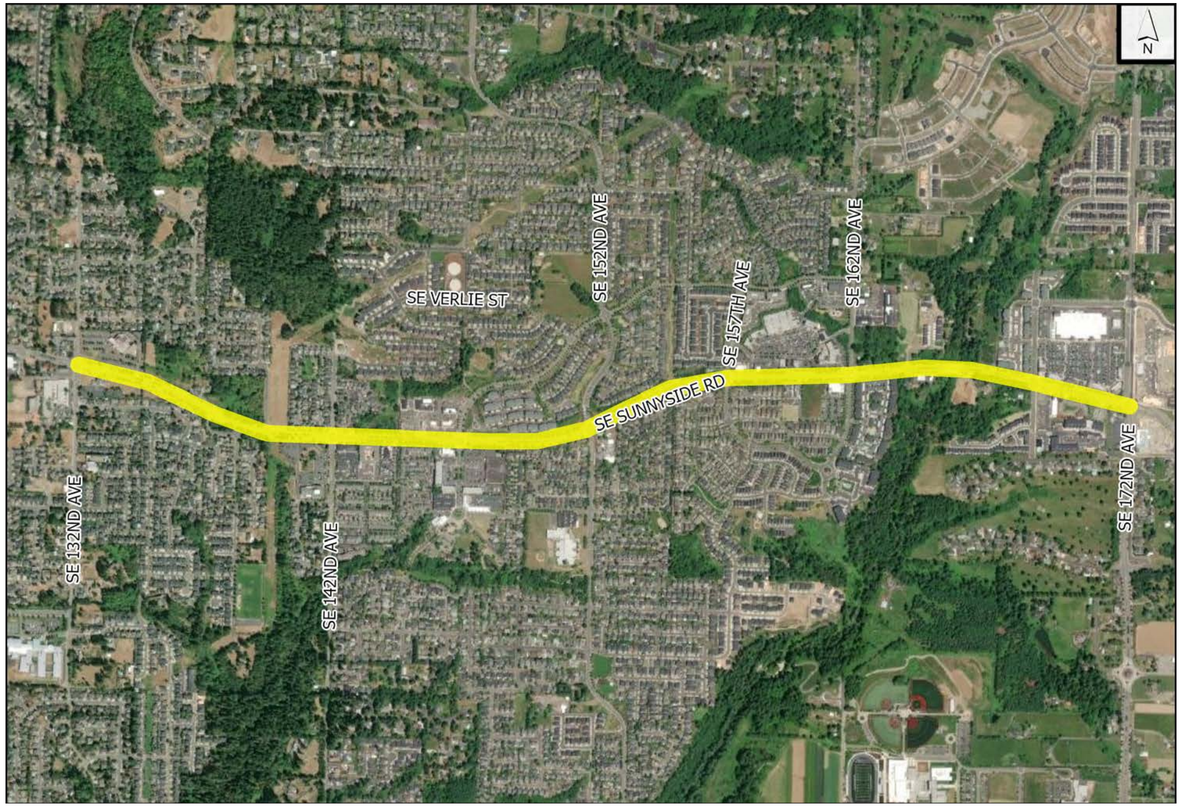
Where Lusted Road crosses the Sandy River adjacent to Dodge Park.

The bridge contains pieces that are over 126 years old.

Oregon Department of Transportation

SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)

Clackamas County - Clackamas County **22828**



SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)

Clackamas County - Clackamas County **22828**

Project Description

Improve safety by coordinating the signals on Sunnyside Road using adaptive signal timing that responds to traffic volumes. Improve visibility of signals with backplates, supplemental signal heads and signal ahead warning signs to reduce crashes.

Purpose And Need

Sunnyside Road is the busiest Clackamas County owned and maintained arterial. Traffic volumes have doubled in seven years. There is a high rate of turning and rear-end crashes. Two intersections (132nd Avenue and 147th Avenue) are in the top 10% for crash sites.

Proposed Solutions

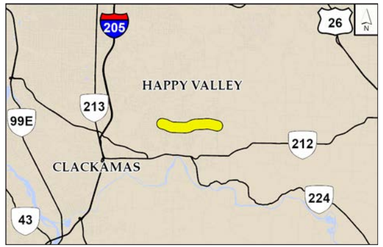
- Installing an adaptive system with upgraded detection on Sunnyside Road at 132nd, 142nd, 147th, 152nd, 157th, 162, 169th and 172nd Avenues.
- Installing new reflective backplates, supplemental signal heads and signal ahead warning signs.

Anticipated Benefits

- Installs adaptive signal timing for urban signals, which can reduce crashes by up to 17% by reducing the number of stops needed.
- Improves signal visibility and installs signal ahead warning signs, which can help reduce turning and rear-end crashes.

Funding

All Roads Transportation Safety	$1,809,000
Clackamas County	$201,000
Estimated Total Cost	**$2,010,000**



Intersections of 132nd, 142nd, 147th, 152nd, 157th, 162, 169th and 172nd Avenues.

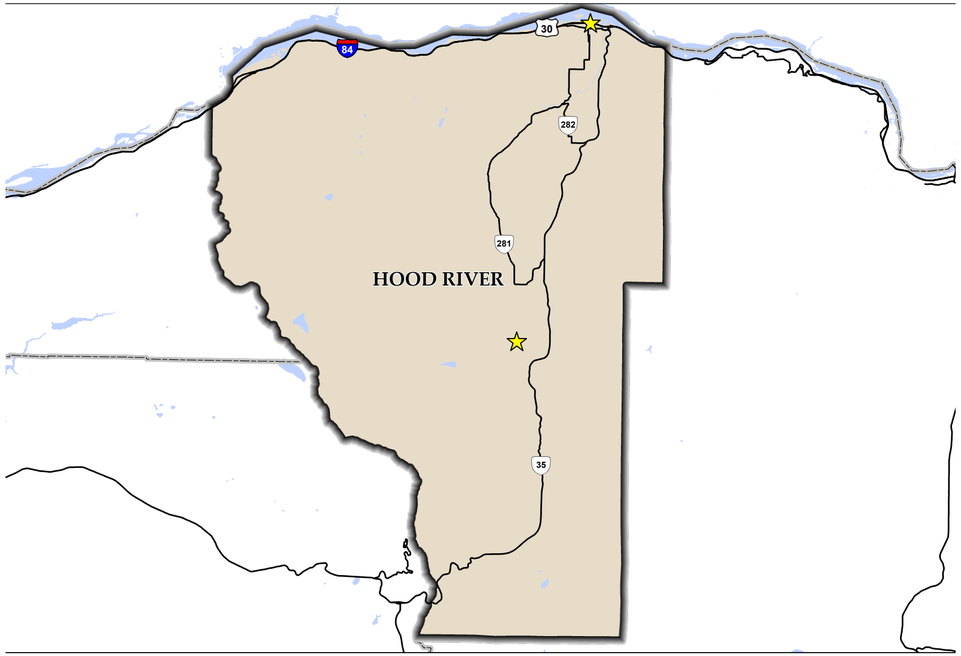
Traffic signals without reflective backplates on Sunnyside Road.

Oregon Department of Transportation

Additional projects in Clackamas County:

Page	Key Number	Project Name
108	21371	I-5 and I-205: Regional Mobility Pricing
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023
106	22719	I-5: Capitol Highway - OR217
112	22772	I-205: Columbia River - SE 82nd Drive
114	22829	Lake Oswego Signals Visibility Upgrades
120	22866	Portland Metro and surrounding areas signal upgrades
121	22867	Portland Metro and Surrounding Areas Operations Upgrades
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1
118	22983	US26: US101 to Nyssa
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026

View more information on each project in the Various/Multiple Counties section beginning on page 105.



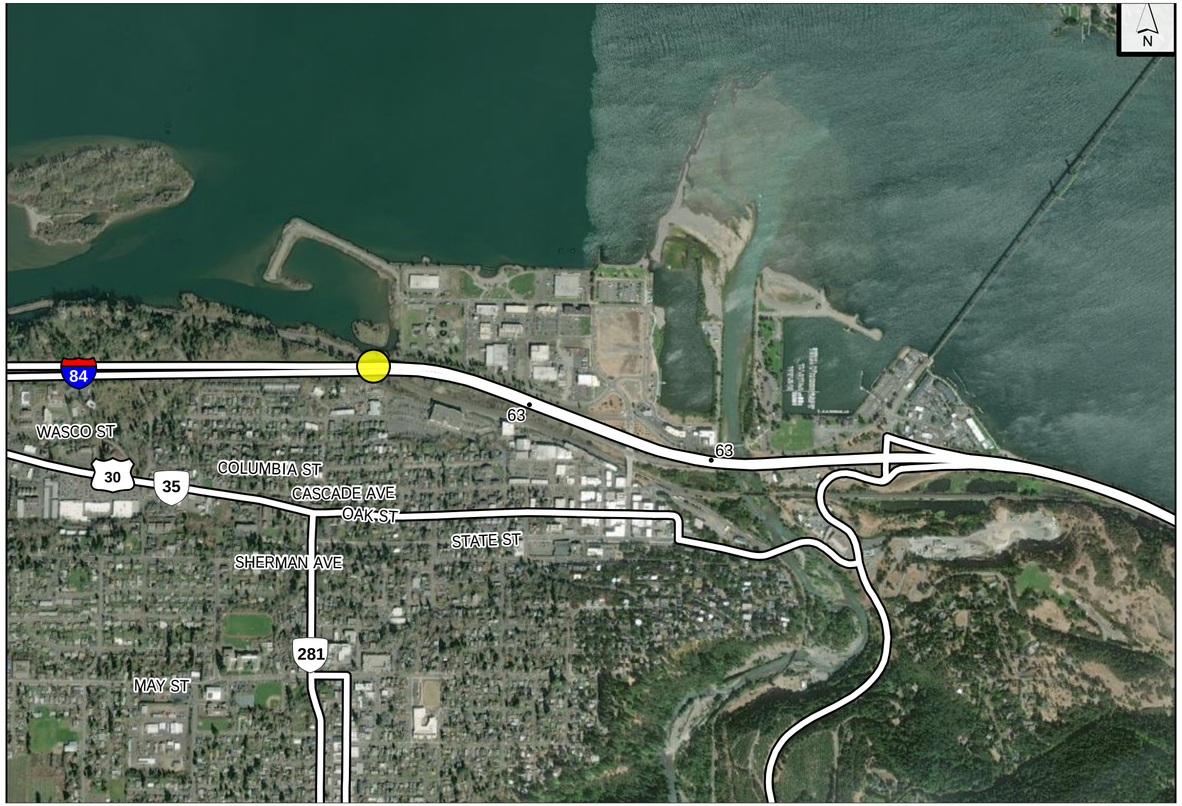
See additional projects within Hood River County on page 51.

Hood River County

I-84 (Westbound): Union Pacific Railroad bridge

ODOT - Hood River County

21683



I-84 (Westbound): Union Pacific Railroad bridge

ODOT - Hood River County

21683

Project Description

Replace the I-84 west bridge over the Union Pacific Railroad (UPRR) tracks in Hood River with a new, seismically-resilient bridge.

Purpose And Need

The 70-year-old bridge deck is in poor condition, with cracks and large temporary patches. Several of the bridge bents, which are part of the bridge supports, do not support the full width of the bridge. Due to the structure's condition, the bridge cannot be repaired and seismically retrofitted.

Proposed Solutions

- Replace the I-84 west bridge over the UPRR tracks in Hood River.

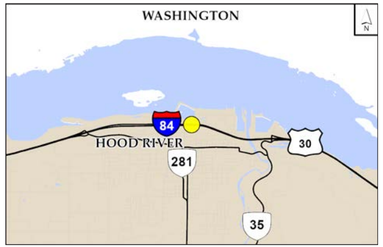
Anticipated Benefits

Replacing the existing bridge:

- Improves earthquake resilience of this lifeline route that allows emergency services to respond after an earthquake.
- Smooths the ride for travelers.
- Provides wider shoulders for emergency use and cyclists.
- Improves the resiliency of this critical economic and international trade route.

Funding

Bridge (2021-2024 STIP)	$20,575,000
Bridge (2024-2027 STIP)	$50,000,000
Estimated Total Cost	**$70,575,000**



I-84 west just west of Exit 63.

Large patches on the bridge deck surface from previous repairs.

Oregon Department of Transportation

Evans Creek Culvert

ODOT - Hood River County **23057**

Evans Creek Culvert

ODOT - Hood River County **23057**

Project Description

Replaces the culvert under Evans Creek Drive with a new culvert that allows migratory fish to spawn upstream.

Purpose And Need

The existing culvert does not allow migratory fish to pass through and spawn upstream. Once the culvert is replaced, it will serve as an off-site fish passage mitigation for another culvert project completed at OR 281 and Indian Creek.

Proposed Solutions

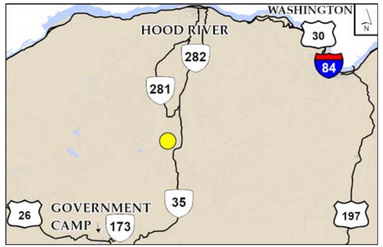
- Replace the culvert with a larger culvert to restore upstream access for fish.

Anticipated Benefits

- Restores a Native Migratory Fish passage to Evans Creek which helps with salmon recovery and supports ODOT's commitment to the Oregon Plan for Salmon and Watersheds.

Funding

Culverts	$5,541,000
Estimated Total Cost	**$5,541,000**



Culvert under Evans Creek Drive east of Clear Creek Road/Laurence Lake Drive.

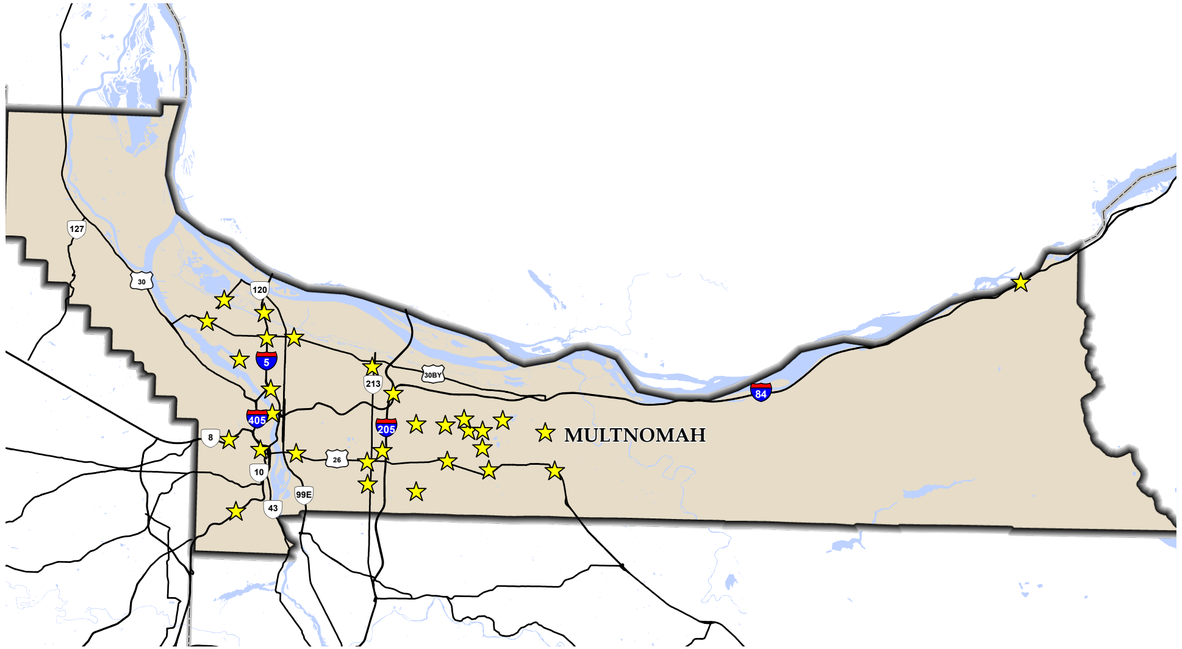
The existing culvert is too small for migratory fish to pass through.

Oregon Department of Transportation

Additional projects in Hood River County:

Page	Key Number	Project Name
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023
110	22773	I-84: I-5 - Hood River
120	22866	Portland Metro and surrounding areas signal upgrades
121	22867	Portland Metro and Surrounding Areas Operations Upgrades
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026

View more information on each project in the Various/Multiple Counties section beginning on page 105.



See additional projects within Multnomah County on page 89.

Multnomah County

I-5: Northbound Interstate Bridge

ODOT - Multnomah County

23066

I-5: Northbound Interstate Bridge

ODOT - Multnomah County

23066

Project Description

Repair cracked, delaminated and worn bridge deck with exposed steel grid on the northbound span of the I-5 Interstate Bridge. The bridge is a critical connection for 136,000 average daily travelers between Oregon and Washington. This deck repair maintains use of the bridge until it can be replaced in 2030.

Purpose And Need

The bridge deck was last overlayed about 40 years ago, and is now cracked, worn and shows exposed steel grid. The current bridge deck may not sustain travelers needs before it can be replaced in 2030. Repairs are needed to maintain the driving surface on this high-volume bi-state I-5 connection with over 136,000 average daily travelers.

Proposed Solutions

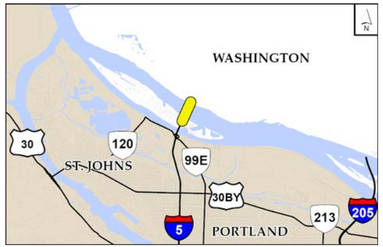
- Repair and seal bridge deck.
- Replace expansion joints on the northbound span.

Anticipated Benefits

- Maintains the driving surface on the northbound span of the I-5 Interstate Bridge by repairing and sealing the damaged bridge deck and replacing the joints.
- Sustains regional travel between Oregon and Washington for 136,000 average daily travelers until it can be replaced in 2030.
- Reduces maintenance costs by repairing the driving surface.

Funding

Bridge	$9,067,000
Washington DOT	$9,067,000
Estimated Total Cost	**$18,134,000**



I-5 between Oregon and Washington.

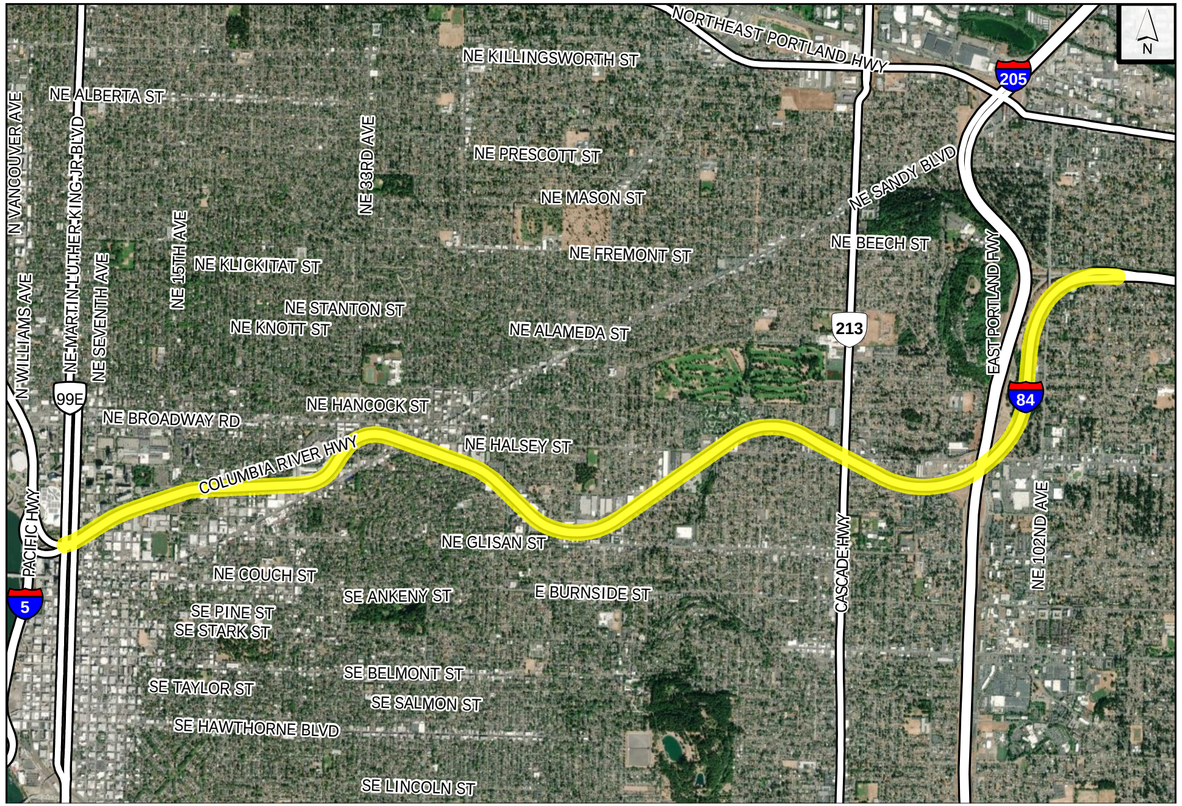
Cracked, worn bridge deck with exposed steel grid.

Oregon Department of Transportation

I-84: NE Martin Luther King Jr Blvd - I-205

ODOT - Multnomah County

23410



I-84: NE Martin Luther King Jr Blvd - I-205

ODOT - Multnomah County

23410

Project Description

Design a project to repave the road and repair cracking, rutting and potholes.

Purpose And Need

The pavement is in poor condition with cracking, rutting and potholes. It was last paved in 2013 and is projected to reach the end of its service life by 2028. This section has a high rate of rutting wear requiring resurfacing every 10-11 years. When rut depths begin to wear down, there is potential for swerving during rainy weather. At highway speeds, rutting can pose a safety risk.

Proposed Solutions

- Design to remove and replace the existing worn surface, repave travel lanes on I-84 from Martin Luther King Jr. Boulevard to I-205.
- Adjust inlets and manholes, and replace signs, rumble strips and loops.

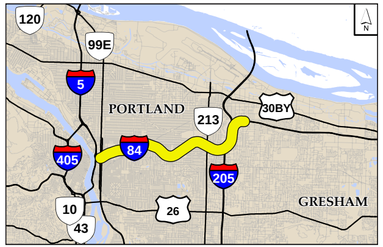
Anticipated Benefits

This project is for design only. The benefits will be realized with future construction funding.

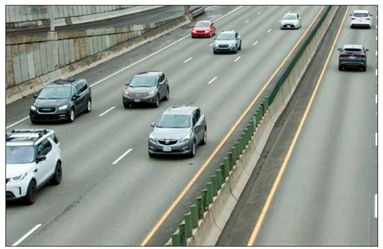
- Increases safety for travelers by repaving the road.
- Improves road surface by repairing cracking, rutting, potholes and wear.
- Maintains and preserves the lifecycle of the road and reduces maintenance costs.

Funding

Interstate Maintenance	$1,871,000
Estimated Total Cost	**$1,871,000**



I-84 from I-5 to I-205 in Portland.



Current paving condition on I-84 shows the worn surface.

Oregon Department of Transportation

I-84: Moffett Creek Westbound Bridge

ODOT - Multnomah County

23065

I-84: Moffett Creek Westbound Bridge

ODOT - Multnomah County

23065

Project Description

Conduct planning for a project to remove contaminated concrete from the bridge deck and replace it with a new concrete surface to extend the life of the I-84 Moffett Creek westbound bridge.

Purpose And Need

The I-84 Moffett Creek westbound bridge deck has chloride contamination and will become unmanageable for maintenance if not addressed. The bridge deck has a National Bridge Inventory (NBI) rating of 5 (Fair) with signs of wear, 1/2 inch ruts, exposed rebar and spalls.

Proposed Solutions

- This planning phase will evaluate the extent of chemical contamination and consider options such as a partial depth repair, a full structural concrete overlay or a complete deck replacement. Appropriate traffic staging options will be considered with each option.

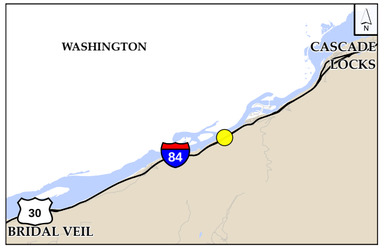
Anticipated Benefits

This project is for planning only. The benefits will be realized with future design and construction funding.

- Plans to identify and evaluate improvement options to address bridge surface deficiencies.
- Extends the life of the bridge deck through removal and replacement of chloride contaminated deck concrete to eliminate corrosion.
- Eliminates ruts and improves travel surface along this important section of I-84, which serves as a part of the national highway freight network and a crucial connection for travelers between Portland metro and points east.

Funding

Bridge	$2,136,000
Estimated Total Cost	**$2,136,000**



I-84 west between Bridal Veil and Cascade Locks.

Rutting and wear on the Moffett Creek Bridge.

Oregon Department of Transportation

I-205: Glenn Jackson Bridge (Columbia River)

ODOT - Multnomah County

23067

I-205: Glenn Jackson Bridge (Columbia River)

ODOT - Multnomah County

23067

Project Description

Repair the travel surface of the two-mile I-205 Glenn Jackson Bridge over the Columbia River.

Purpose And Need

There is extensive vehicle rutting on the bridge's travel lanes that causes water ponding and is a hydroplaning hazard for travelers. The bridge joints are in poor condition and filled with debris.

Proposed Solutions

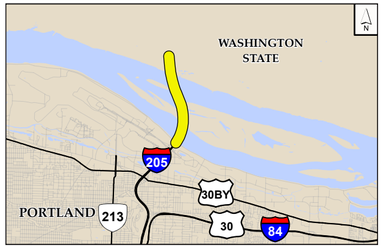
- Patch and apply new concrete to the four lanes of bridge surface in rutting locations.
- Clean and replace the joint seals.

Anticipated Benefits

- Prevents water from ponding in the bridge travel lanes.
- Improves safety by reducing risk of hydroplaning.
- Extends the life of the bridge deck.

Funding

Bridge	$5,122,000
Washington DOT	$5,122,000
Estimated Total Cost	**$10,244,000**



The Glenn Jackson Bridge connecting Oregon and Washington over the Columbia River.

Poor pavement condition on the Glenn Jackson Bridge.

Oregon Department of Transportation

I-405: Fremont Bridge (Willamette River) West Ramps

ODOT - Multnomah County **22603**

I-405: Fremont Bridge (Willamette River) West Ramps

ODOT - Multnomah County **22603**

Project Description

Repaint the steel portions on the underside of the west ramps to the I-405 Fremont Bridge.

Purpose And Need

Paint on the bridge protects and preserves the steel structure from the elements. Repairs now prevent corrosion and costly future repairs later.

Proposed Solutions

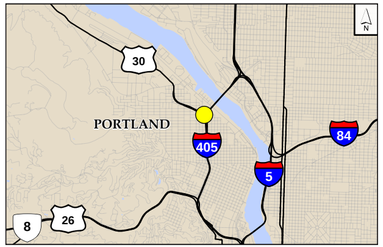
- Repaint the steel portions of the structures.
- Clean, remove rust, and repair and replace bridge fasteners.

Anticipated Benefits

- Restores and extends the life of the bridge's steel parts.
- Reduces need for costly repairs later by addressing maintenance in a timely manner.

Funding

2021-2024 STIP	$11,759,000
Bridge	$103,735,000
Estimated Total Cost	**$115,494,000**



The west side of the I-405 Fremont Bridge.

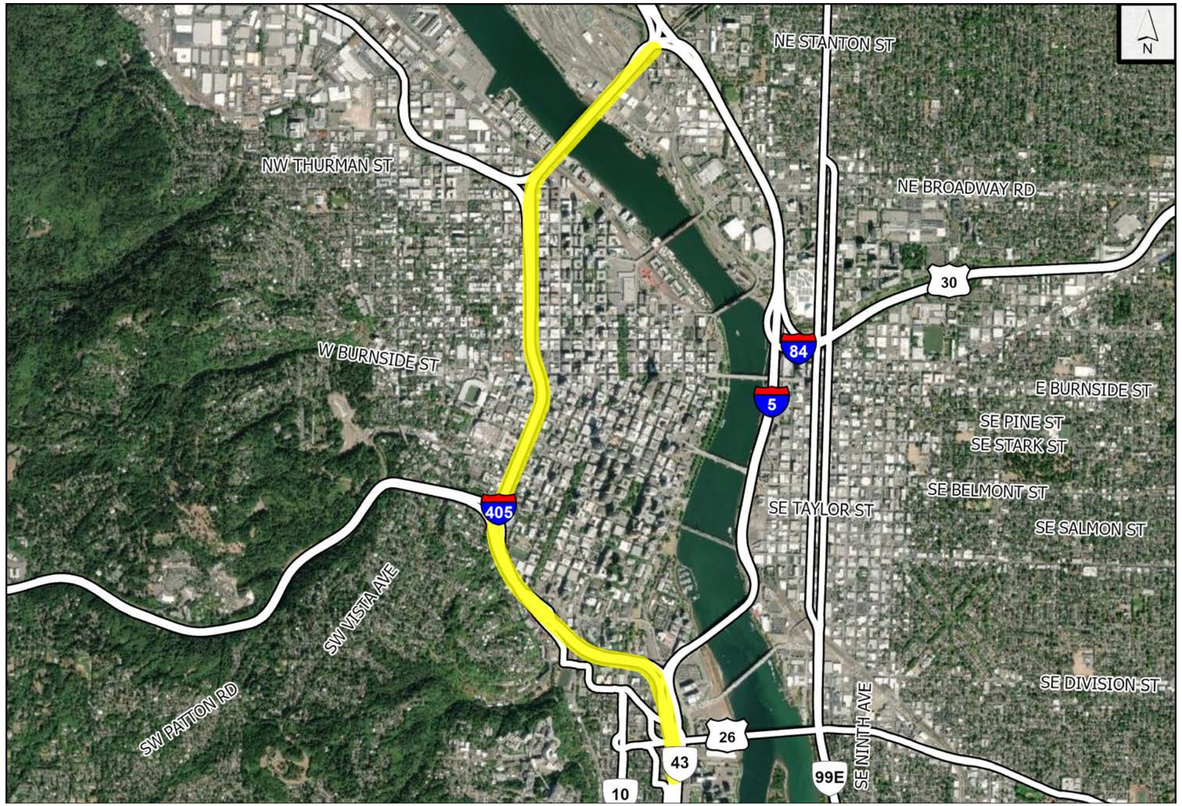
Rust on the underside of the Fremont Bridge ramps.

Oregon Department of Transportation

I-405: I-5 to N Kerby Ave

ODOT - Multnomah County

22957



I-405: I-5 to N Kerby Ave

ODOT - Multnomah County

22957

Project Description

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at intervals along I-405 between I-5 and North Kerby Ave, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Purpose And Need

Electrifying Oregon's transportation system is a key outcome of ODOT's 2021–2023 Strategic Action Plan, the ODOT Climate Action Plan 2021-2026, as well as the Statewide Transportation Strategy. This project will implement federal NEVI funds to build EV charging and other alternative fuel infrastructure on I-405, a federally-designated electric corridor.

Proposed Solutions

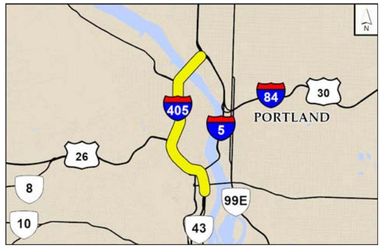
- Install convenient, accessible public NEVI fast charging stations for passenger vehicles at intervals on I-405.

Anticipated Benefits

- Invests in Oregon's future electric vehicle charging needs to sustain the rapid growth in EV charging infrastructure required over the next 15 years. A Transportation Electrification Infrastructure Needs Analysis (TEINA) study completed in 2022 predicted that demand for electric charging stations will increase 44x by 2035.
- Increases Oregonians' confidence that EV charging will be as ubiquitous and convenient as fueling with gasoline.
- Supports the ODOT Climate Office's mission of reducing greenhouse gas emissions and moves Oregon towards a cleaner future by electrifying our transportation system.

Funding

Electric Vehicle	$894,000
Estimated Total Cost	**$894,000**



I-405 is a federally-designated Alternative Fuel Corridor.

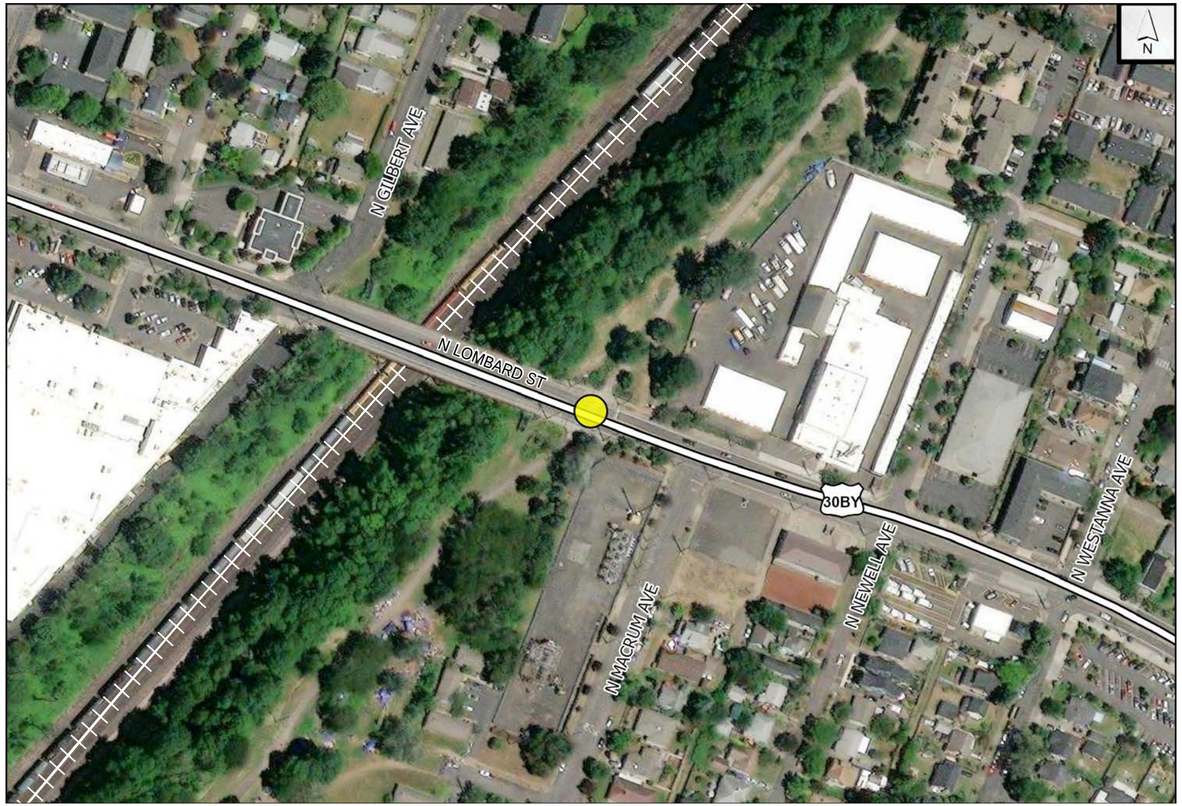
A young Oregonian charges an electric vehicle on the West Coast Electric Highway.

Oregon Department of Transportation

US30B: (N Lombard St) at Peninsula Crossing Trail

ODOT - Multnomah County

22770



US30B: (N Lombard St) at Peninsula Crossing Trail
ODOT - Multnomah County
22770

Project Description

Install a new Rectangular Rapid Flashing Beacon (RRFB) with a median island at the existing crosswalk across N Lombard St at the Peninsula Crossing Trail. Upgrade ADA curb ramps, evaluate lighting improvements and install additional crossing signage. Stripe bike lanes on N Lombard Street bridge which crosses the railroad.

Purpose And Need

One bicycle crash and two pedestrian crashes occurred between 2014 and 2018 at this location. Three additional pedestrian-involved crashes resulted in rear-end crashes from quickly stopping vehicles. This project improves safety at this location for all users.

Proposed Solutions

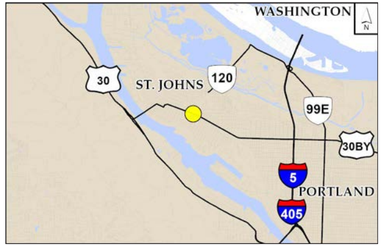
- Install a safer crosswalk with new striping, signage and an overhead RRFB on existing mast arms.
- Stripe new bike lanes on N Lombard Street bridge.
- Evaluate and install illumination improvements.
- Construct ADA compliant curb ramps.
- Upgrade the guardrail connection on northeast end of bridge.

Anticipated Benefits

- Reduces pedestrian and bicycle crashes by building an RRFB crossing with median at the existing crosswalk.
- The new median enhances the marked crosswalk and in combination with the new RRFB is expected to reduce crashes with pedestrians and bicyclists by 10%.
- Enhances pedestriana and bicycle connection between N Lombard and the city's neighborhood greenway system through the addition of new striped bike lanes.

Funding

All Roads Transportation Safety	$3,625,000
Estimated Total Cost	**$3,625,000**



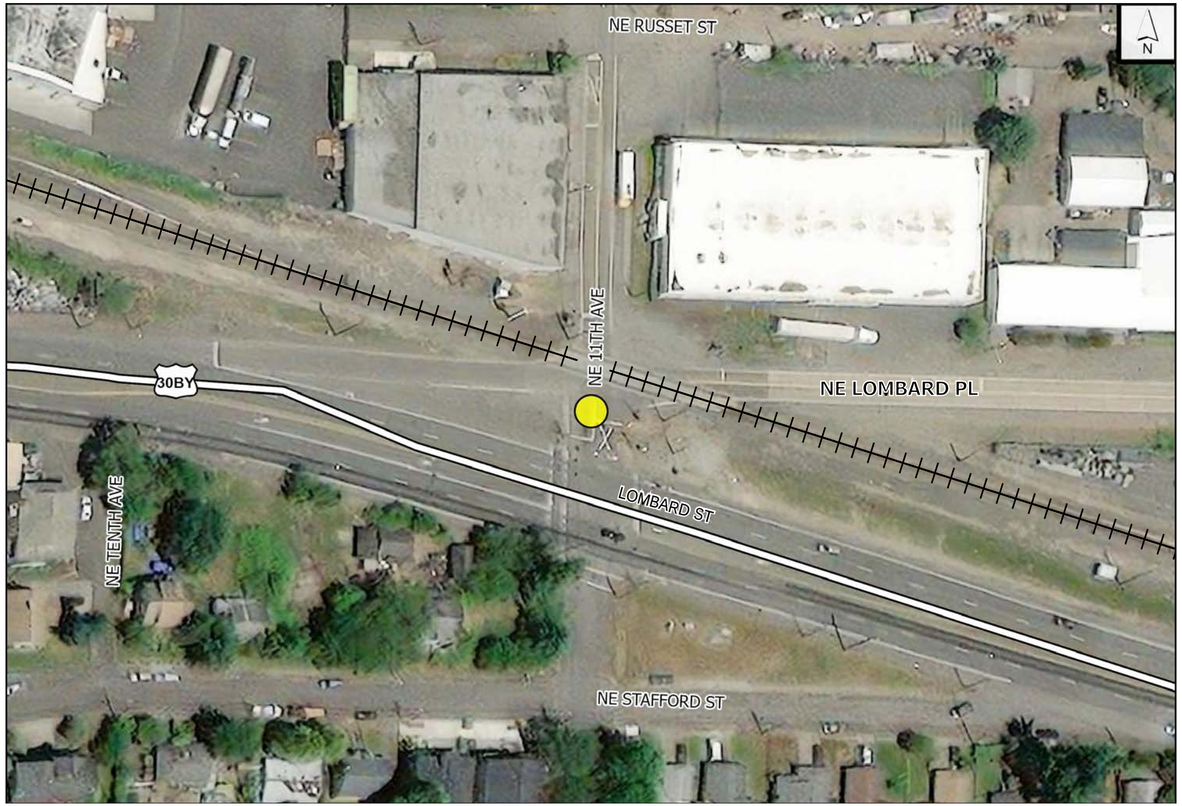
U.S. 30 Bypass at Peninsula Crossing Trail.

Existing crossing: U.S. 30 Bypass at Peninsula Crossing Trail.

Oregon Department of Transportation

US30B: NE Lombard St & NE Lombard Pl - NE 11th Ave

ODOT, City of Portland - Multnomah County **23090**



US30B: NE Lombard St & NE Lombard Pl - NE 11th Ave

ODOT, City of Portland - Multnomah County 23090

Project Description

Design a reconfigured intersection at NE 11th Avenue and NE Lombard Place at a rail crossing to provide safety improvements for all users. Elements may include an upgraded rail signal, rail crossing gates and closing NE Lombard Place. Update bike and pedestrian facilities to meet current standards.

Purpose And Need

This area includes a high-volume intersection with railroad conflicts, a crash history and a high probability of future crashes for vehicles, bikes and pedestrians. Issues include closely spaced intersections with a skewed railroad crossing leading to trucks regularly blocking NE Lombard Street and no bike and pedestrian infrastructure.

Proposed Solutions

- Reconfigure the intersection to increase safety by closing the railroad crossing at NE Lombard Place, removing the railroad conflict.
- Upgrade the rail signal and rail crossing gates.
- Design updated signal equipment, signs, striping, lighting, and accessible bike lanes, sidewalks and crossings for bicyclists and pedestrians.

Anticipated Benefits

This project is for design only. The benefits will be realized with future construction funding.

- Improves traveler safety and flow of traffic through this high-volume intersection for trains, trucks and vehicles through a reconfigured intersection and new signals and signs.
- Increases safety and accessibility for bicyclists and pedestrians through the addition of facilities that meet current standards.

Funding

Rail Safety	$1,882,000
Estimated Total Cost	**$1,882,000**

Lombard Street at 11th Avenue in northeast Portland.

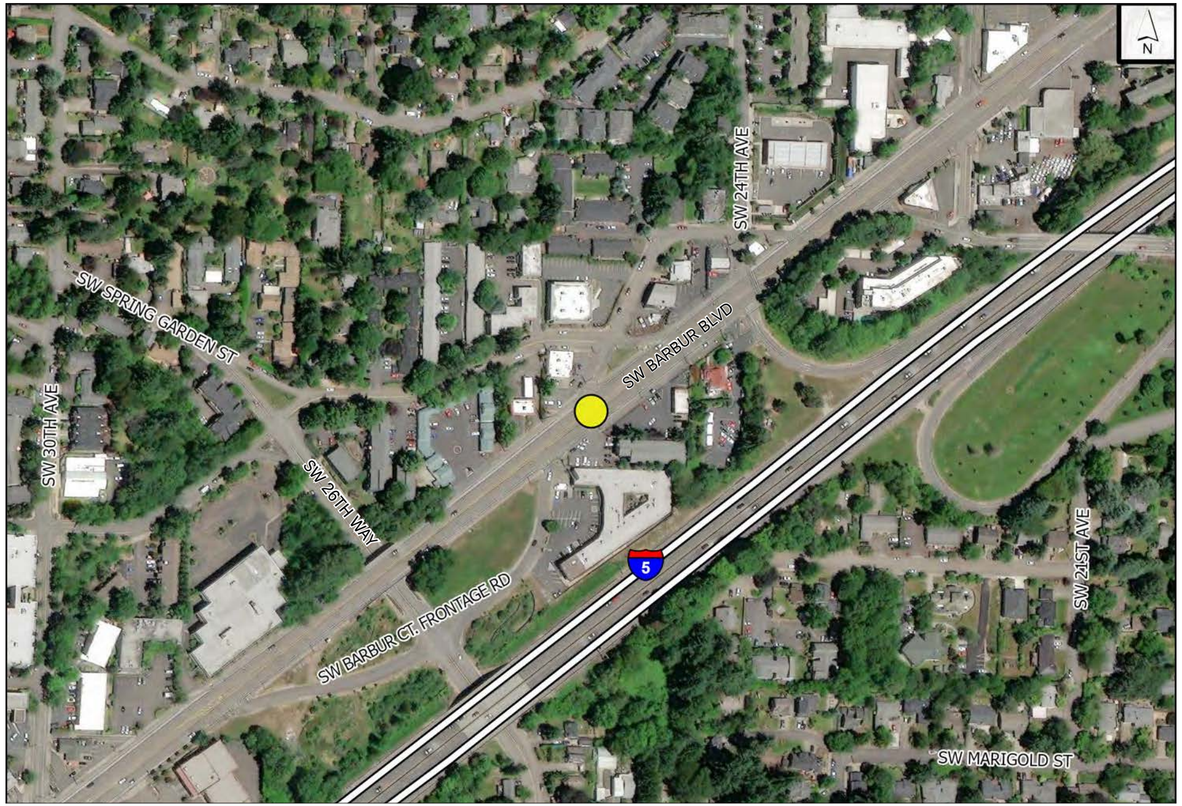
Railroad tracks intersecting with closely spaced intersections.

Oregon Department of Transportation

OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave

ODOT - Multnomah County

23051



OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave

ODOT - Multnomah County

23051

Project Description

Improve safety and access for pedestrians and other road users on Barbur Boulevard at SW 26th Avenue by installing a new crosswalk with a Rectangular Rapid Flashing Beacon (RRFB), filling in sidewalk gaps, upgrading curb ramps and re-striping existing bike lanes.

Purpose And Need

Barbur Boulevard is a priority location for an enhanced crossing due to the surrounding conditions. It has four lanes, 40 mph posted speed and over 22,000 users daily and lengthy distances between signalized intersections. This project improves safety and access for people who walk and roll along this road.

Proposed Solutions

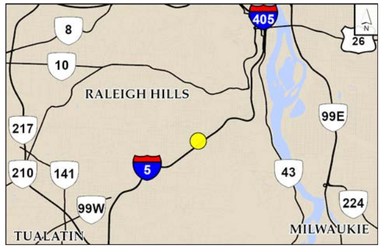
- Build new sidewalks to fill in existing gaps on both sides of Barbur Boulevard.
- Add a new RRFB with a pedestrian refuge island and enhanced lighting.
- Upgrade sidewalk curb ramps to make them ADA compliant.

Anticipated Benefits

- Increases safety and accessibility for pedestrians, bicyclists and people using mobility devices.
- Improves accessibility to area schools, grocery stores, health care, transit stops and shops.
- Constructs ADA compliant curb ramps.
- Reduces pedestrian and bicycle crashes by building a safe pedestrian activated crossing with a new RRFB.
- Improves bike lane striping for bicyclists.
- Improves lighting at the new RRFB crossing for better visibility.

Funding

Ped/Bike Strategic	$4,240,000
Estimated Total Cost	**$4,240,000**



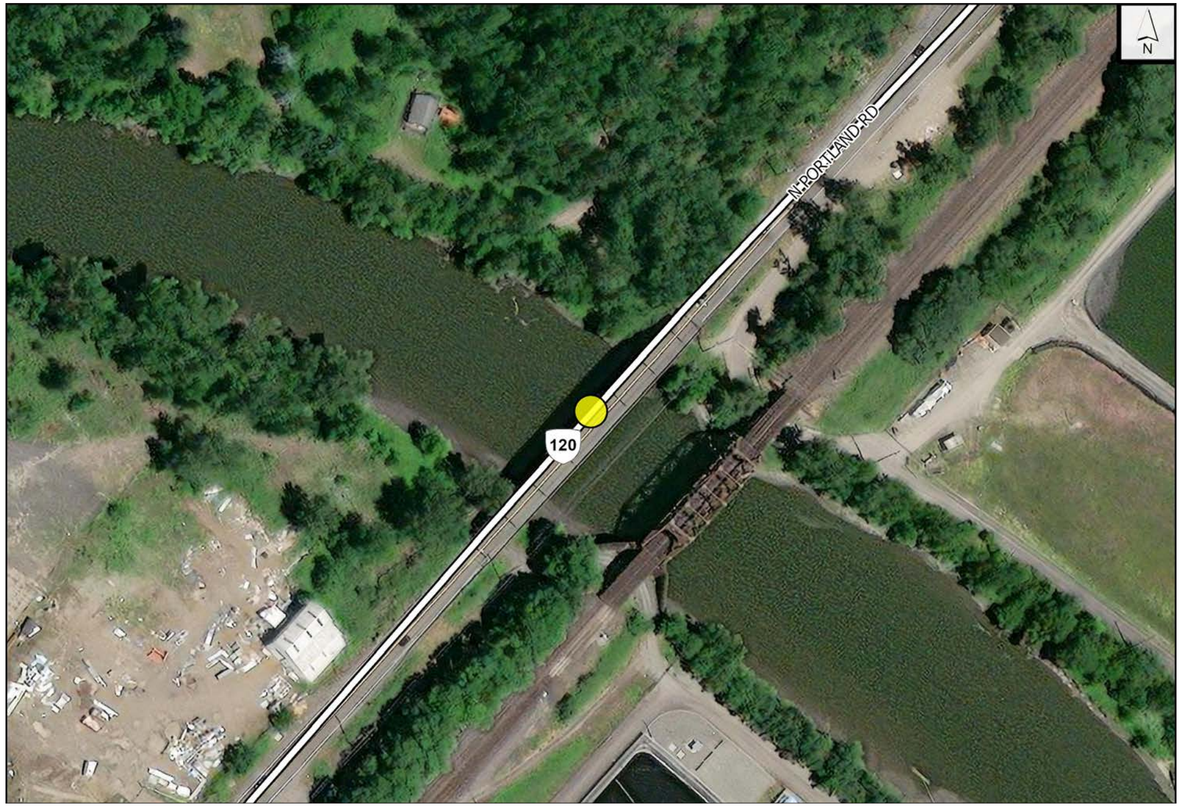
Barbur Boulevard at 26th Avenue in southwest Portland.

Existing conditions at OR 99W at SW 26th Avenue.

Oregon Department of Transportation

OR120: Columbia Slough Bridge

ODOT, City of Portland - Multnomah County **21779**



OR120: Columbia Slough Bridge

ODOT, City of Portland - Multnomah County **21709**

Project Description

Replace the Columbia Slough Swift Highway Bridge with a new structure. The scope of the project work will be determined once reaching an agreement with the City of Portland.

Purpose And Need

The existing timber substructure of this 88 year old bridge is deteriorating, costly to continuously repair and can no longer support heavier loads. The deteriorating timber substructure has required regular maintenance since 2007. In addition, the steel span needs to be repainted, the deck is cracking and has exposed rebar.

Proposed Solutions

- Design to replace the bridge structure and substructure to extend its service life and improve heavy freight loads.

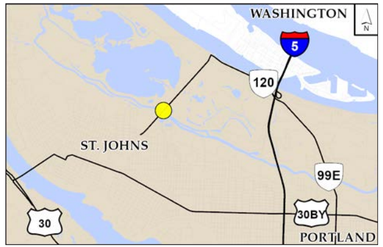
Anticipated Benefits

The benefits will be realized with future construction funding.

- Restores and extends the service life of the bridge.
- Supports heavy freight loads.
- Reduces the need for costly and urgent maintenance repairs in the future.

Funding

2021-2024 STIP	$500,000
Bridge - Design and Right of Way	$17,000,000
Estimated Design Cost	**$17,500,000**



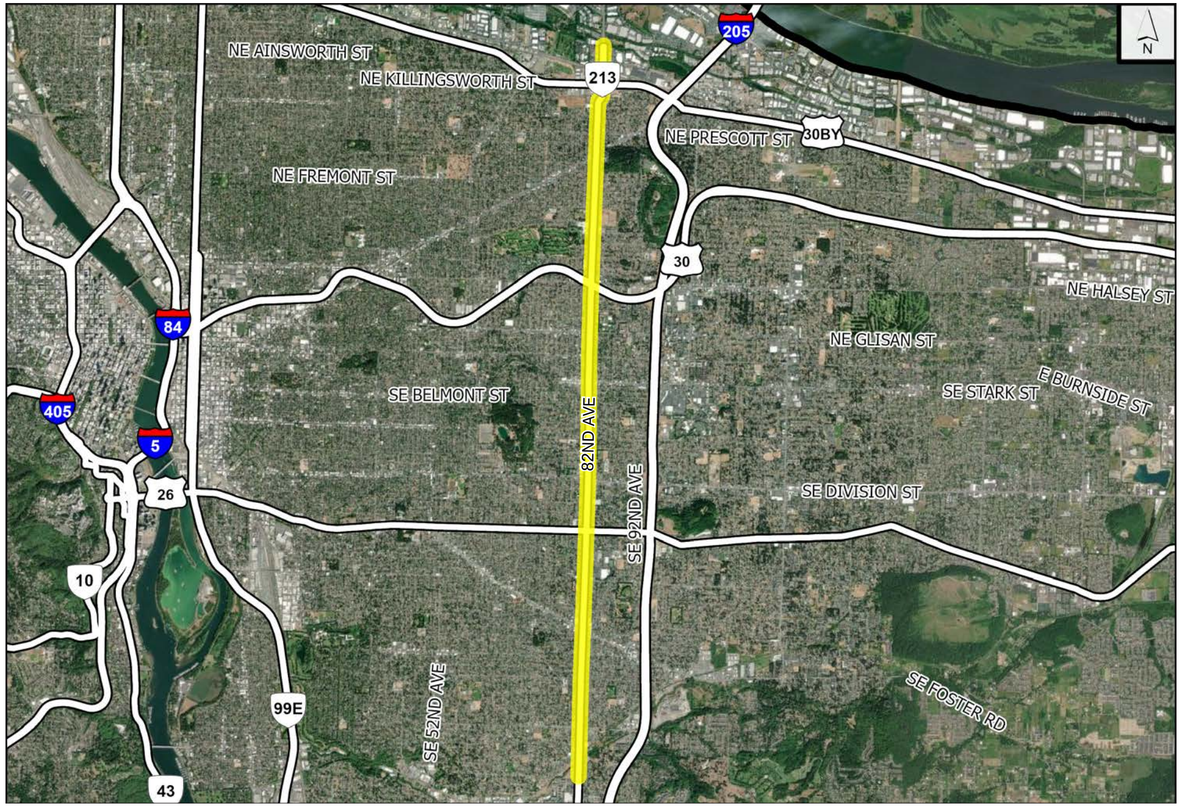
Columbia Slough Bridge on OR 120, also known as Portland Road, north of Columbia Boulevard.

Current conditions of the bridge deck, which is deteriorating.

Oregon Department of Transportation

OR213: 82nd Ave Improvements

City of Portland - Multnomah County **23112**



OR213: 82nd Ave Improvements

City of Portland - Multnomah County **23112**

Project Description

ODOT has transferred ownership of 82nd Avenue within Portland city limits to the City of Portland. Effective July 1, 2022, the City of Portland now operates and maintains the facility to its own standards and funds will go toward improvement of the facility.

Purpose And Need

82nd Avenue provides access to local businesses and destinations. It is a high crash road for people walking, biking and driving in Portland with 16 traffic-related deaths occurring between 2007 and 2018. The City and State agreed to a funding plan to bring 82nd Avenue to a state of good repair and basic safety.

Proposed Solutions

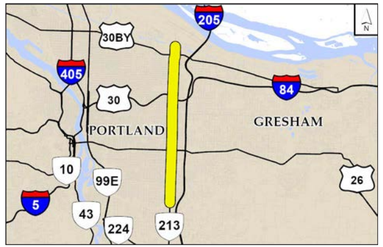
- Significant investments to bring signals, lighting, ADA ramps, pavement and stormwater to a state of good repair and address some of the most urgent deficiencies in sidewalks and pedestrian crossings.

Anticipated Benefits

- Improves safety with 6-10 enhanced or new crossings, lighting and intersection improvements.
- Leverages current state investments to improve corridor conditions and safety, as well as potential for additional federal funding.
- Improves accessibility and connectivty for pedestrians with sidewalk improvements and ADA compliant curb ramps.
- Improves pavement conditions and stormwater drainage facilities.
- Invests in signals and lighting to help to bring the facility to a state of good repair.

Funding

2021-2024 STIP	$8,000,000
All Roads Transportation Safety	$6,000,000
Operations	$2,100,000
Ped/Bike Strategic	$3,000,000
Preservation	$2,300,000
Future Federal Funding	$48,600,000
Total Funding	**$70,000,000**



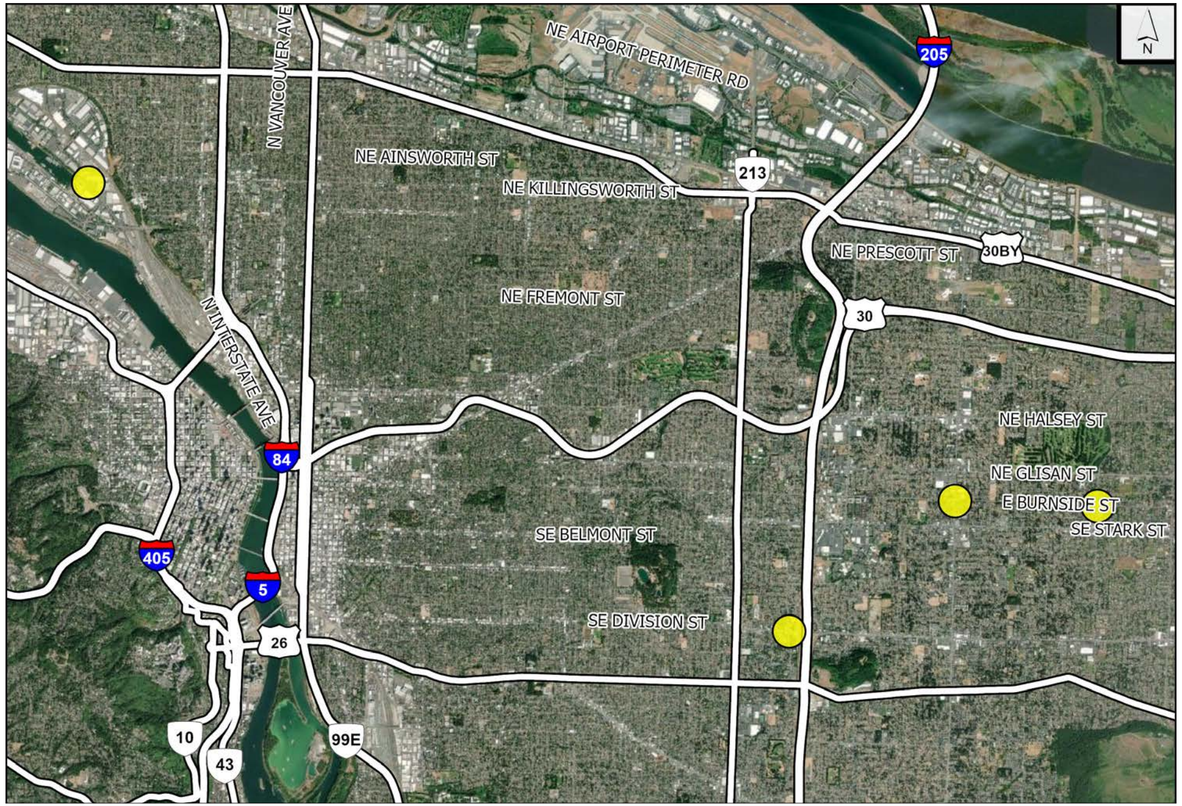
Portion of 82nd Avenue transferred to City of Portland.

82nd Avenue within the City of Portland (looking north).

Oregon Department of Transportation

92nd Ave, E Burnside St and N Basin Ave (Portland)

City of Portland - Multnomah County **22827**



92nd Ave, E Burnside St and N Basin Ave (Portland)

City of Portland - Multnomah County **22827**

Project Description

Upgrade signals, lighting, and curb extensions to improve visibility and safety at the intersections of SE 92nd Avenue at SE Division Street, E Burnside Street at 122nd and 148th Avenues, and N Basin Street at Emerson Street.

Purpose And Need

These four intersections are high crash sites identified in the Portland Vision Zero Plan with a cumulative 14 serious (including 1 fatal) pedestrian and bike crashes between 2014-2018. Both Burnside intersections are busy light rail stations with larger numbers of pedestrian crossings.

Proposed Solutions

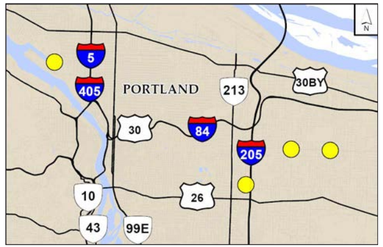
- Install curb extensions with ADA compliant corners and pushbuttons.
- Full signal replacement, including reflective backplates and larger signal heads.
- Modify the traffic signal to include leading pedestrian intervals.
- Install enhanced intersection lighting.

Anticipated Benefits

- Reduces pedestrian exposure and moderate turning speeds by installing curb extensions, enhancing pedestrian visibility and safety.
- Increases intersection visibility by installing reflective signal backplates and additional intersection lighting, reducing night time crashes.
- Improves safety for pedestrians crossing the intersections by introducing leading pedestrian intervals. This is a signal adjustment to give pedestrians the opportunity to enter the crosswalk at an intersection before vehicles are given a green indication, enhancing their visibility and right-of-way over turning vehicles.

Funding

All Roads Transportation Safety	$3,290,400
City of Portland	$365,600
Estimated Total Cost	**$3,656,000**



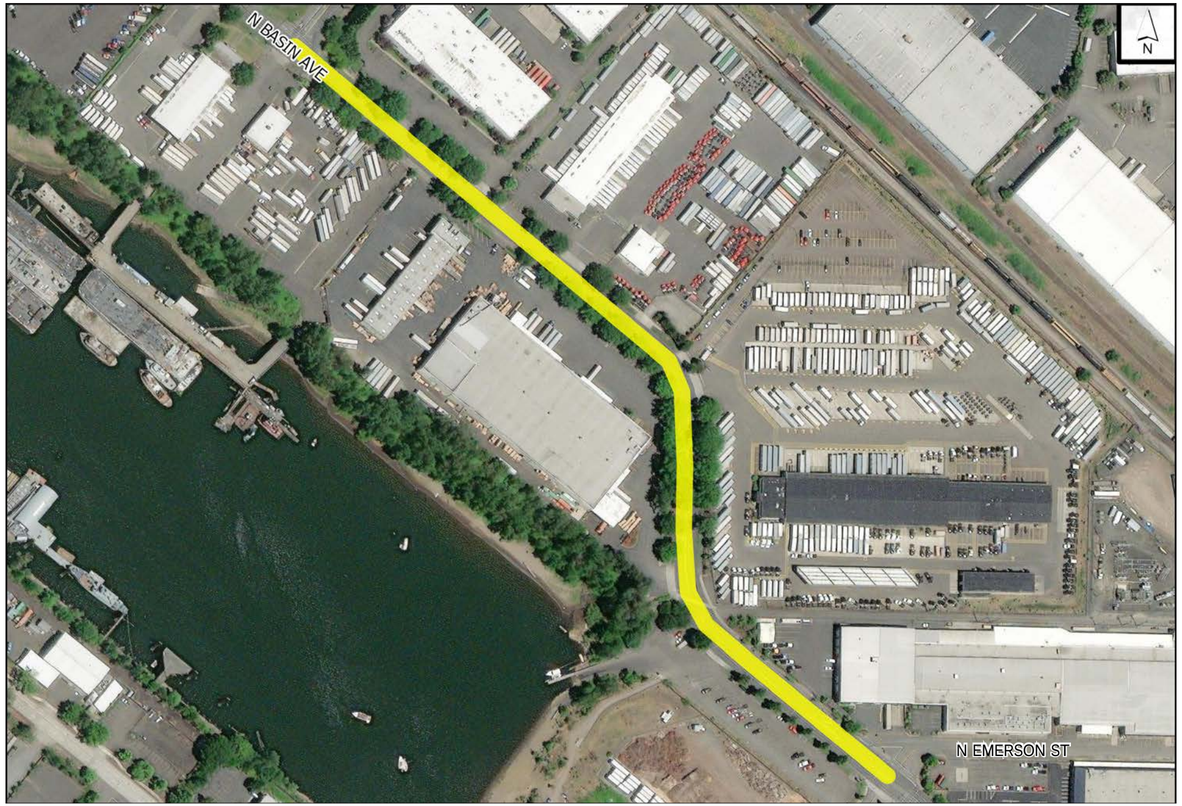
Four intersections throughout Multnomah County.

Burnside Street at 122nd Avenue is a busy light rail station with a high number of pedestrian crossings.

Oregon Department of Transportation

N Basin Ave: N Leverman St - N Emerson St (Portland)

City of Portland - Multnomah County **22830**



N Basin Ave: N Leverman St - N Emerson St (Portland)

City of Portland - Multnomah County **22830**

Project Description

Install a raised median, improved street lighting, signage and lane markings to reduce vehicle crashes.

Purpose And Need

Crash data from 2014-2018 recorded one fatal crash and two serious injury crashes in the curves along N Basin Avenue. Crashes occur due to vehicles running off the road and departing traffic lanes. The roadway is only partially lit and does not have adequate warning signs.

Proposed Solutions

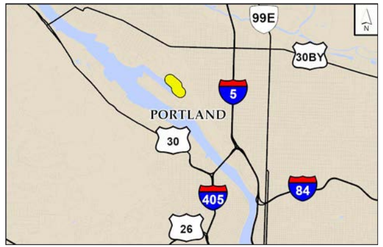
- Install a raised median or reflective traffic separators.
- Improve signage and install additional street lighting through the curves in the road. Clear widths of 24 feet will be maintained for freight mobility.

Anticipated Benefits

- Improves safety along N Basin Avenue with better warning signs and roadway markings.
- Installs additional illumination, which can reduce night crashes by 15%.
- Install a raised median, which can reduce crashes by up to 22%.

Funding

All Roads Transportation Safety	$626,400
City of Portland	$69,600
Estimated Total Cost	**$696,000**



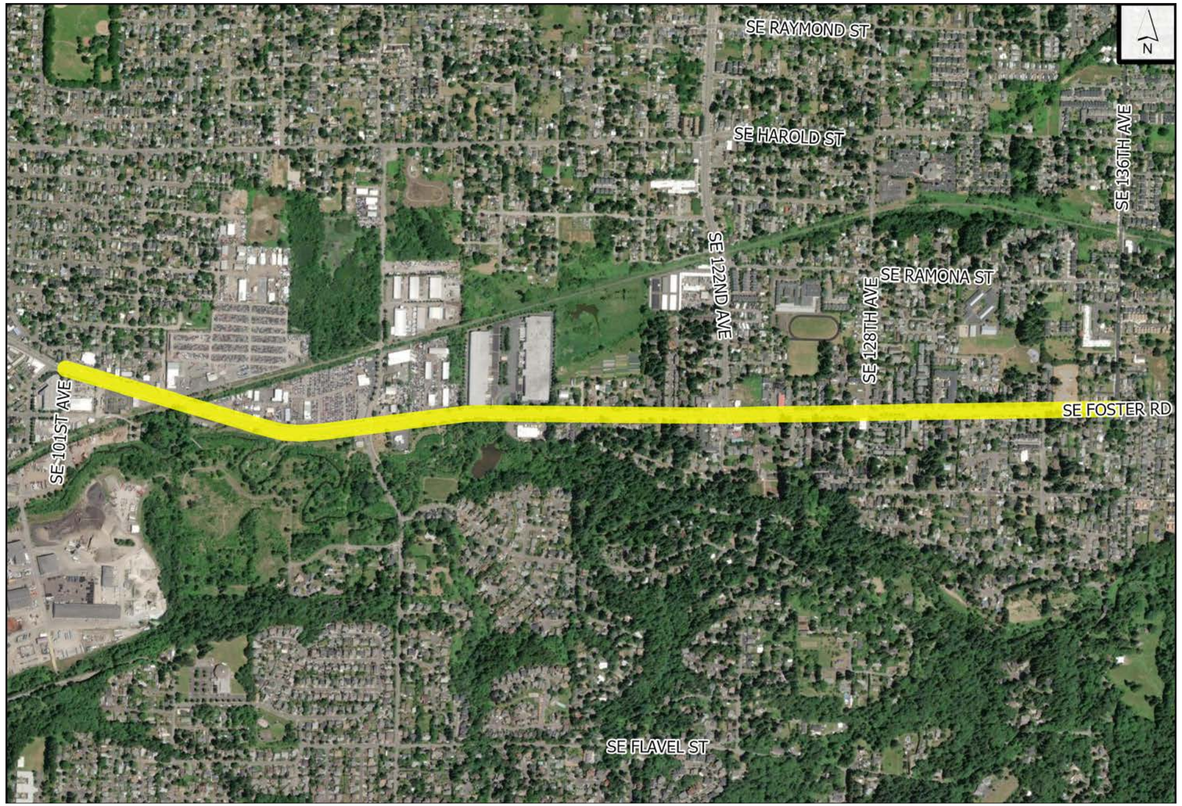
Basin Avenue is located near the University of Portland, north of Going Street.

Curves along Basin Avenue contribute to vehicles departing from traffic lanes.

Oregon Department of Transportation

SE Foster Rd: 101st Ave - 136th Ave

City of Portland - Multnomah County **22831**



SE Foster Rd: 101st Ave - 136th Ave

City of Portland - Multnomah County **22831**

Project Description

Install speed feedback signs, additional lighting and raised pavement markers to improve safety along SE Foster Road between SE 101st and SE 136th Avenues.

Purpose And Need

Between 2014 and 2018, this section of SE Foster Road had a total of 347 crashes and one fatality (93 of those crashes happened at night). The fatal crash was a head on collision at a higher than posted speed at night. 12 serious injury crashes occurred (five of those crashes at night). Multiple SPIS sites exist at intersections of SE 103rd Avenue, SE 110th Drive, 122nd and 136th Avenues.

Proposed Solutions

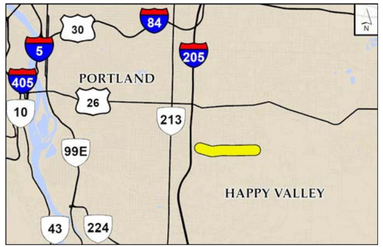
- Install six new speed feedback signs and raised high-visibility pavement markers.
- Install 40 new light poles along SE Foster Street between SE 101st and SE 136th Avenues, enhancing visibility for all travelers.

Anticipated Benefits

- Reduces nighttime crashes by up to 15% with additional lighting and raised pavement markers.
- Installs speed feedback signs to reduce crashes by up to 10%.

Funding

All Roads Transportation Safety	$1,576,800
City of Portland	$175,200
Estimated Total Cost	**$1,752,000**



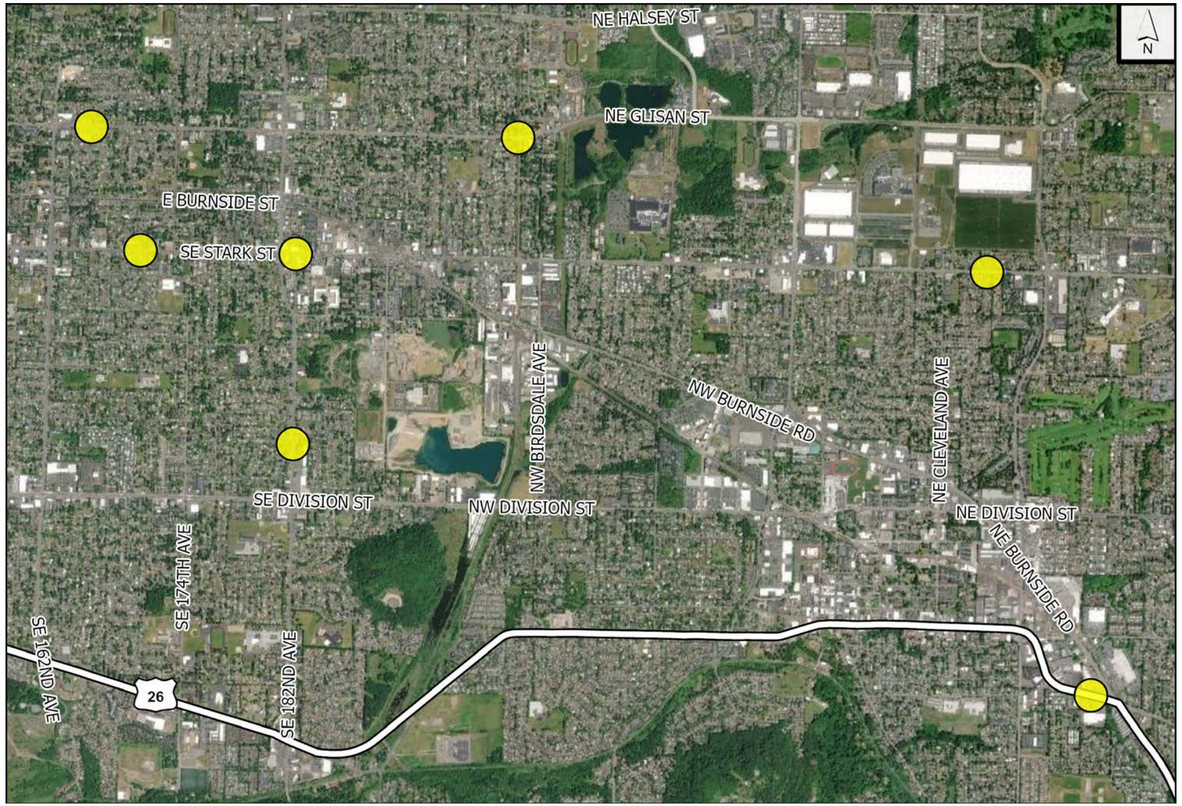
Foster Road between 101st Avenue and 136th Avenue.

This stretch of Foster Road has poor lighting, contributing to nighttime crashes.

Oregon Department of Transportation

Gresham Pedestrian Improvements

City of Gresham - Multnomah County **22832**



Gresham Pedestrian Improvements

City of Gresham - Multnomah County **22832**

Project Description

Improve safety at seven locations by upgrading pedestrian crossings. Locations include Stark Street at 238th, 169th and 182nd Avenues; Glisan Street at the Gresham Fairview Trail and 165th Avenue; 182nd Avenue at Lincoln Street; and Powell Boulevard at Burnside Road.

Purpose And Need

These locations were selected using crossing distances, crash data and frequently visited pedestrian destinations. Two intersections (182nd and 169th at Stark Avenue) are in the top 10% for Safety Priority Index System crash sites and 165th at Glisan Street is in the top 15%.

Proposed Solutions

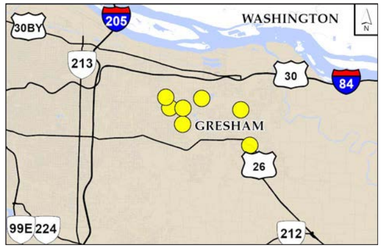
- Upgrade pedestrian crossings with Rectangular Rapid Flashing Beacons (RRFBs) with medians or pedestrian refuge islands
- Install ADA compliant curb ramps.
- Install continental crosswalks and stop bars and advanced crossing signs as needed.

Anticipated Benefits

- Facilitates safer pedestrian crossings by striping new continental crosswalks, installing medians and constructing pedestrian refuge islands.
- Installs RRFBs with medians, which can reduce crashes involving pedestrians by up to 56% by alerting drivers that people are crossing the street.
- Increases driver awareness of pedestrian crossings with advanced crossing signage.
- Constructs ADA compliant curb ramps.
- Improves access to pedestrian destinations such as grocery strores and other shops, bus stops, and trail and bicycle networks.

Funding

All Roads Transportation Safety	$2,635,200
City of Gresham	$292,800
Estimated Total Cost	**$2,928,000**



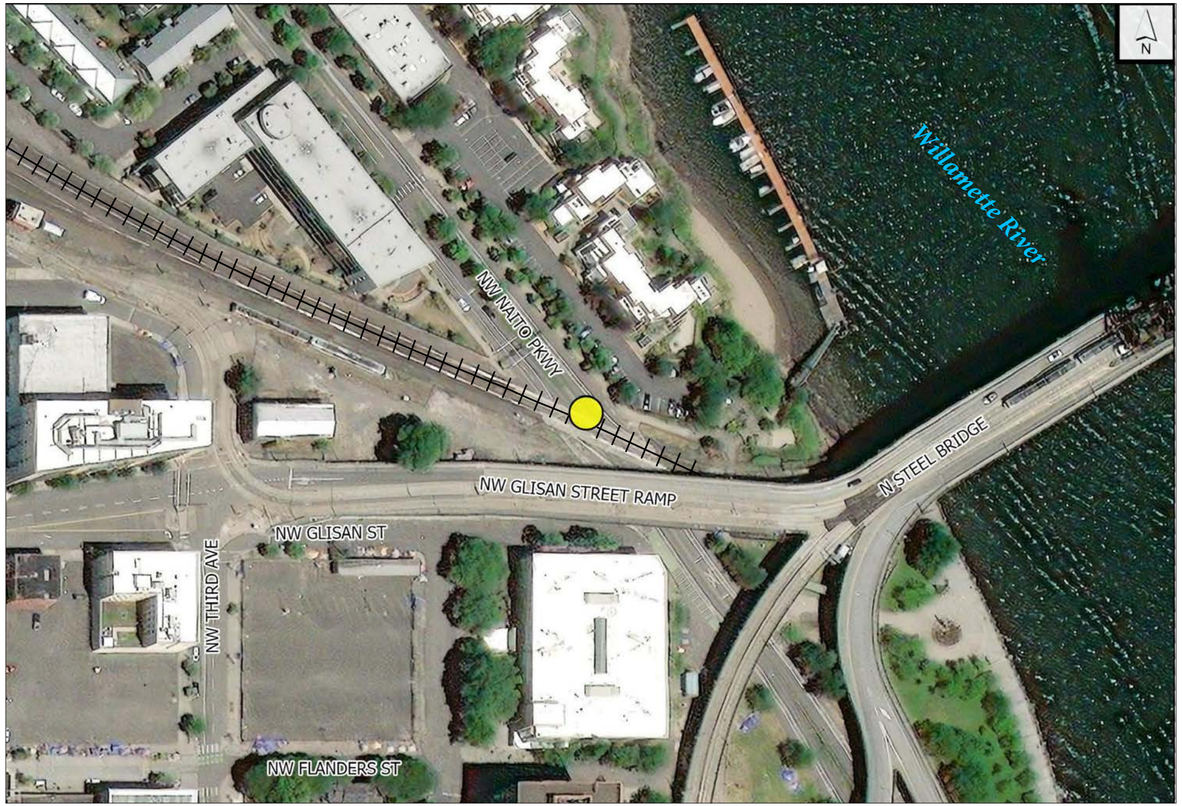
Seven intersections in the City of Gresham.

Long crossing distances on busy arterials present safety challenges for pedestrians.

Oregon Department of Transportation

NW Naito Parkway Rail Crossing (Portland)

ODOT - Multnomah County **23293**



NW Naito Parkway Rail Crossing (Portland)

ODOT - Multnomah County **23293**

Project Description

Relocate the crossing light and gate and upgrade the bicycle and pedestrian facilities to provide a safer experience for the traveling public.

Purpose And Need

The existing gate arm across the railroad tracks is often struck, causing delays on the Steel Bridge and for Amtrak trains attempting to reach Union Station. Blind spots on the curved track and site distance create a high risk of incidents between trains and bicyclists. Trespassing on rail tracks along the pathway is a safety risk.

Proposed Solutions

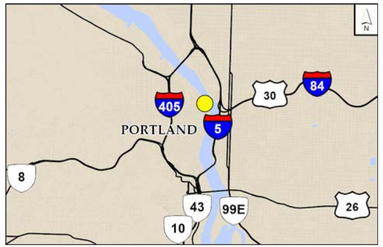
- Relocate the existing railroad crossing light and gate for better operations and safety.
- Install secure fencing to prevent dangerous trespassing on the railroad right of way.
- Upgrade bicycle and pedestrian facilities to provide a safer experience for travelers.

Anticipated Benefits

- Reduces pedestrian and bicycle crashes with a safer railroad crossing by relocating the existing railroad light and gate.
- Increases visibility of pedestrians and bicyclists.
- Reduces trespassing along the railroad path with new fencing.

Funding

Rail Safety	$2,400,000
Estimated Total Cost	**$2,400,000**



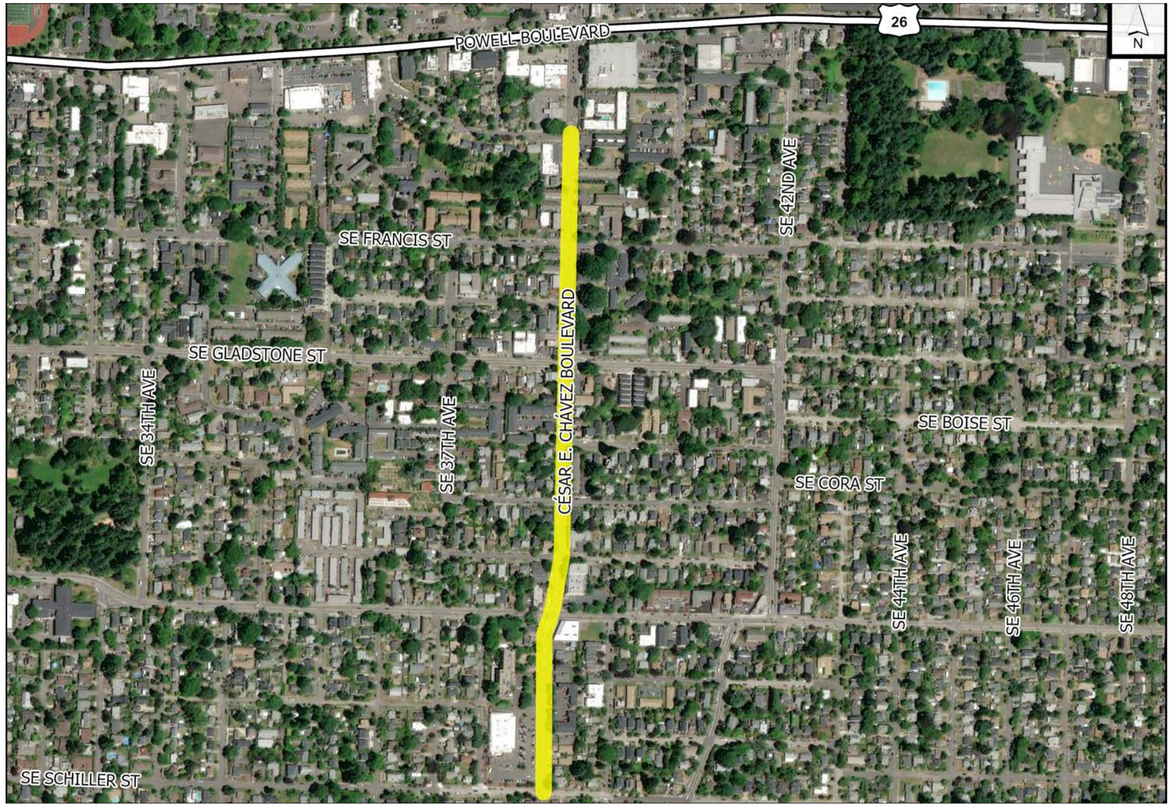
The rail crossing on Naito Parkway under the Steel Bridge in downtown Portland.

Current facilties on Naito Parkway create a high risk of incidents between trains, bicyclists and pedestrians.

Oregon Department of Transportation

SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)

City of Portland - Multnomah County **22825**



SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)

City of Portland - Multnomah County **22825**

Project Description

Reconfigure SE Cesar Chavez Boulevard from four lanes to three lanes (one lane in each direction and a center turn lane) near SE Lafayette Court to SE Schiller Street. Add new bike lanes and pedestrian refuge islands.

Purpose And Need

SE Cesar Chavez Boulevard and SE Holgate Boulevard are high crash corridors. One fatal bicycle crash and four severe injury crashes, involving one pedestrian crash, occurred in this 0.7-mile segment based on crash data from 2014-2018.

Proposed Solutions

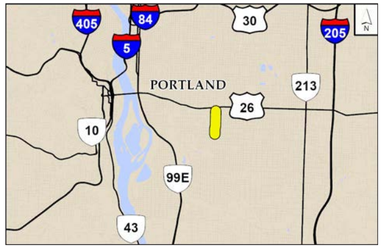
- Convert SE Cesar Chavez from four lanes to three lanes near SE Lafayette Court to SE Schiller Street.
- Add north-south left-turn lanes on SE Cesar Chavez at SE Raymond Street.
- Rebuild the traffic signal at SE Holgate to protect left turns. Relocate bus stop at SE Holgate closer to a signalized crosswalk and upgrade sidewalk curb ramps to meet ADA requirements.

Anticipated Benefits

- Reduces crashes by up to 19% and moderates vehicle speeds with a new center turn lane.
- Facilitates safer crossings with pedestrian refuge islands.
- Improves safety and travel-time predictability for people walking, biking, rolling, taking transit and driving.
- Upgrades ADA sidewalk curb ramps and relocates the bus stop to provide greater safety and access for all users.

Funding

All Roads Transportation Safety	$2,008,800
City of Portland	$223,200
Estimated Total Cost	**$2,232,000**



SE Cesar Chavez Boulevard between Lafayette Court and Schiller Street.

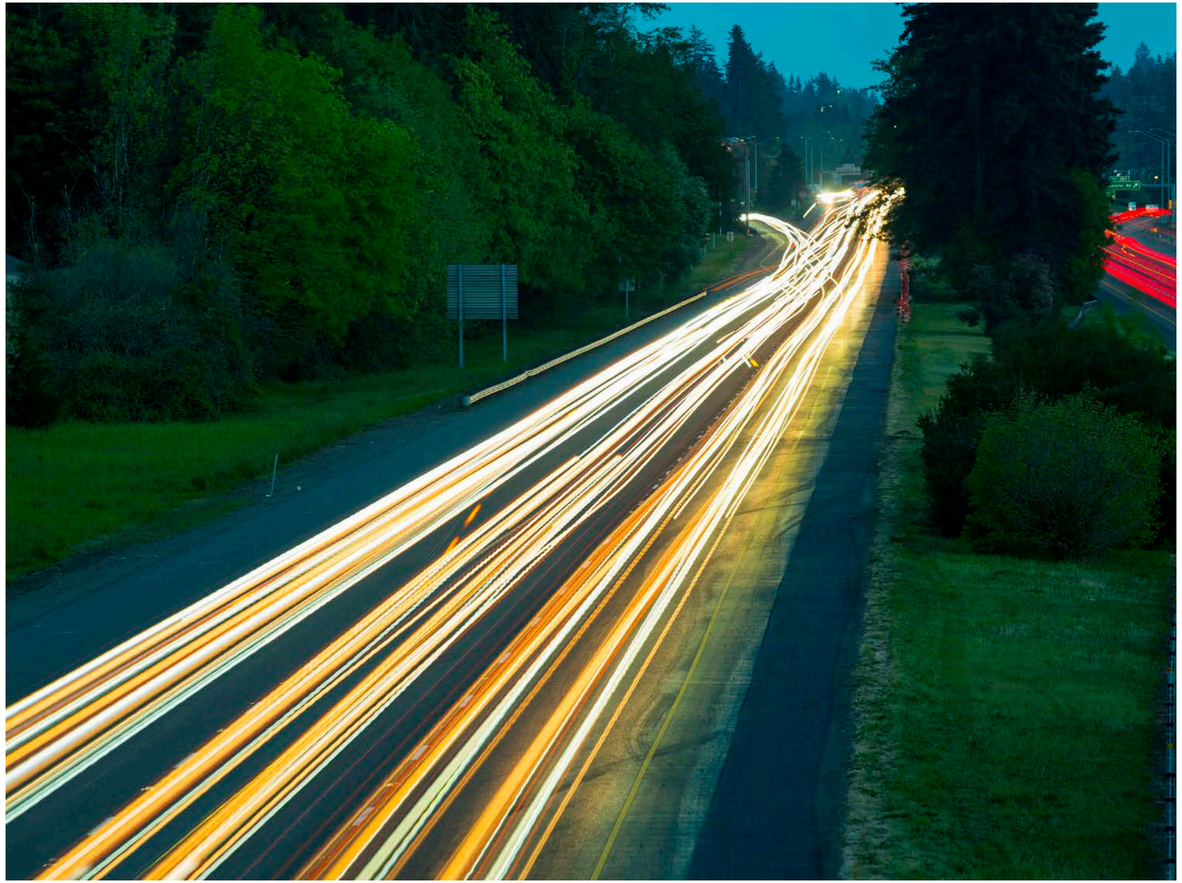
The intersection of SE Cesar Chavez and SE Holgate, two high crash corridors that this project will address.

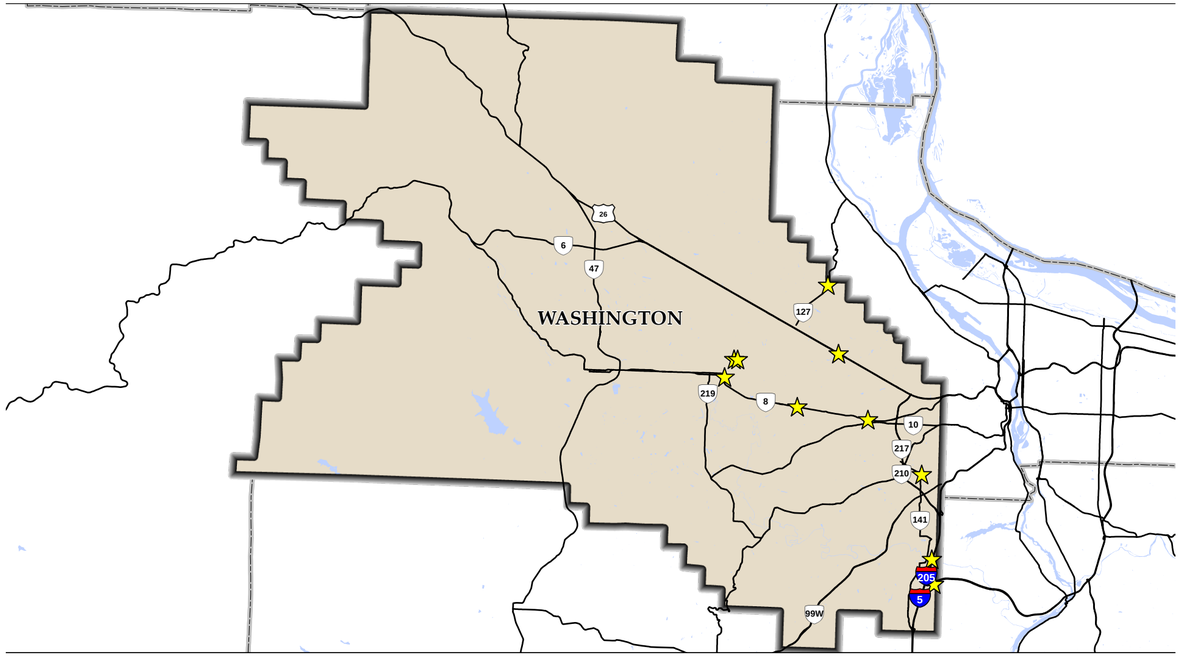
Oregon Department of Transportation

Additional projects in Multnomah County:

Page	Key Number	Project Name
108	21371	I-5 and I-205: Regional Mobility Pricing
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023
106	22719	I-5: Capitol Highway - OR217
112	22772	I-205: Columbia River - SE 82nd Drive
110	22773	I-84: I-5 - Hood River
114	22829	Lake Oswego Signals Visibility Upgrades
120	22866	Portland Metro and surrounding areas signal upgrades
121	22867	Portland Metro and Surrounding Areas Operations Upgrades
116	22869	US26 Active Traffic Management
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1
118	22983	US26: US101 to Nyssa
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026

View more information on each project in the Various/Multiple Counties section beginning on page 105.





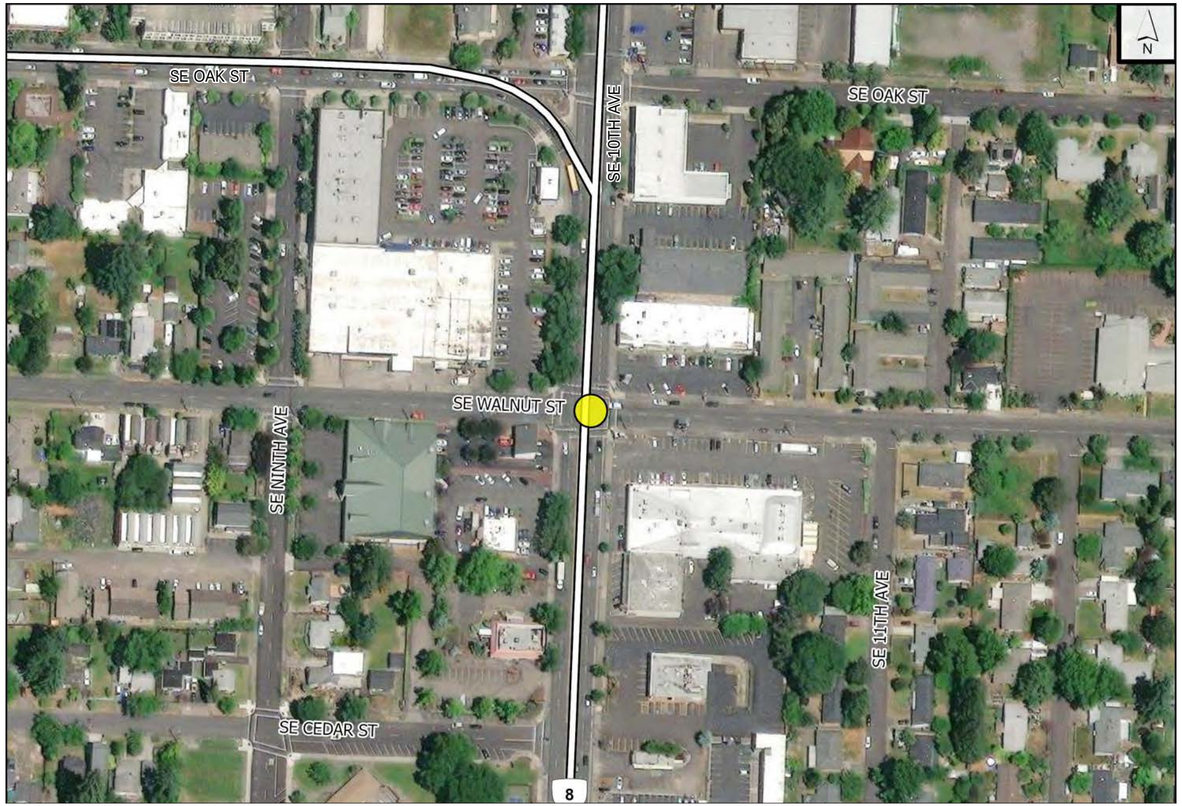
See additional projects within Washington County on page 103.

Washington County

OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St

ODOT - Washington County

22863



OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St

ODOT - Washington County

22863

Project Description

Install a full signal rebuild at the intersection of SE 10th Avenue (OR 8/Tualatin Valley Highway) and SE Walnut Street in downtown Hillsboro, including new electrical cabinets, poles, pavement detection, pedestrian push buttons, more visible signal heads and an upgraded signal interconnected system. Construct ADA compliant sidewalk curb ramps.

Purpose And Need

The traffic signal at this intersection is a high priority for replacement due to age, condition and maintenance challenges. The sidewalk curb ramps in the intersection need replacement to meet ADA standards. This project will improve safety and operations.

Proposed Solutions

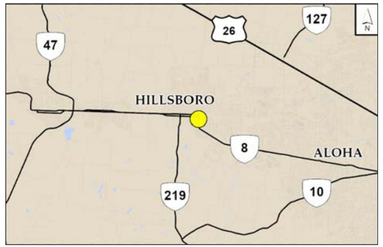
- Design and install all new signal equipment and phasing to improve safety for all modes of travel.
- Replace sidewalk curb ramps with those that are ADA compliant.

Anticipated Benefits

- Increases consistency and predictability of travel along the corridor with interconnected signals.
- Increases responsiveness and visibility of the traffic signal. This type of improvement reduces crashes.
- Improves safety and access for people walking and rolling through the intersection with the upgraded sidewalk curb ramps and pedestrian signals.
- Reduces maintenance costs.

Funding

Operations	$3,679,000
Estimated Total Cost	**$3,679,000**



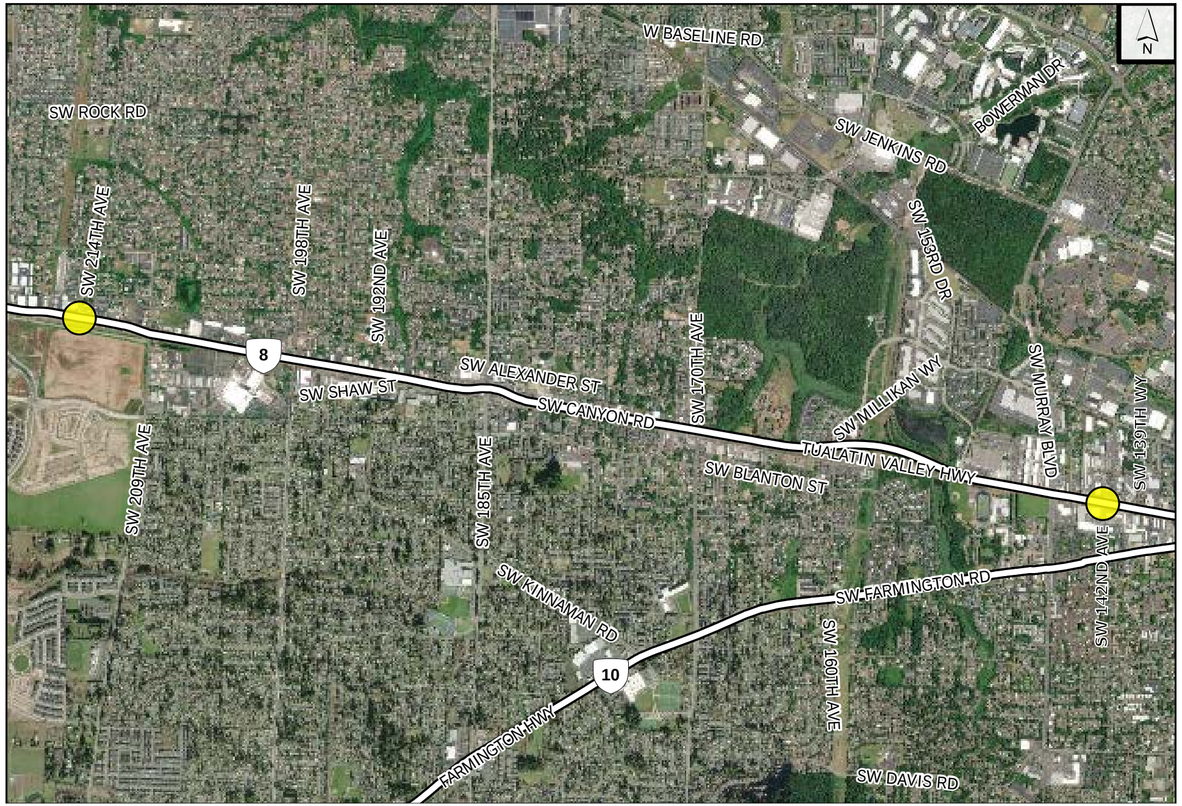
Intersection of SE 10th Avenue (OR 8/Tualatin Valley Highway) and Walnut Street in downtown Hillsboro.

Existing outdated signal at this intersection.

Oregon Department of Transportation

OR8: Tualatin Valley Hwy at SW142nd Ave and SW214th Ave

ODOT - Washington County **23050**



OR8: Tualatin Valley Hwy at SW142nd Ave and SW214th Ave

ODOT - Washington County **23050**

Project Description

Install crosswalks with overhead Rectangular Rapid Flashing Beacons (RRFBs) on Tualatin Valley Highway (OR 8) in two locations, at SW 142nd Avenue and SW 214th Avenue. Construct new sidewalks to fill in system gaps. Install a buffered bike lane between SW 139th Way and Murray Boulevard.

Purpose And Need

Current sidewalk gaps, narrow bicycle lanes and high speeds (45mph speed limit) create unsafe conditions for people walking and bicycling on OR 8. Additionally, there are long distances between designated pedestrian crossings at these two locations. The crossing needs were identified in the TV Highway Corridor Plan as a priority.

Proposed Solutions

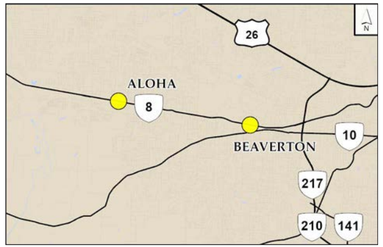
- Install new crosswalks with overhead RRFBs, raised pedestrian medians, new sidewalks, ADA compliant curb ramps, and buffered bike lanes.
- Improve the pedestrian rail crossing on SW 142nd Avenue.

Anticipated Benefits

- Provides direct and safe crossings at two locations on OR 8, including access to transit stops.
- Constructs new sidewalks, creating a safe space for pedestrians while using transit stops and crossing the highway.
- Creates a more connected and safe bicycle route on OR 8 with a buffered bike lane between SW 139th Way and Murray Boulevard.
- Improves pedestrian rail crossing on SW 142nd Avenue.
- Promotes public transit use by improving access to bus stops.

Funding

Ped/Bike Strategic	$7,073,000
Estimated Total Cost	**$7,073,000**



OR 8 at 214th Avenue and 142nd Avenue.

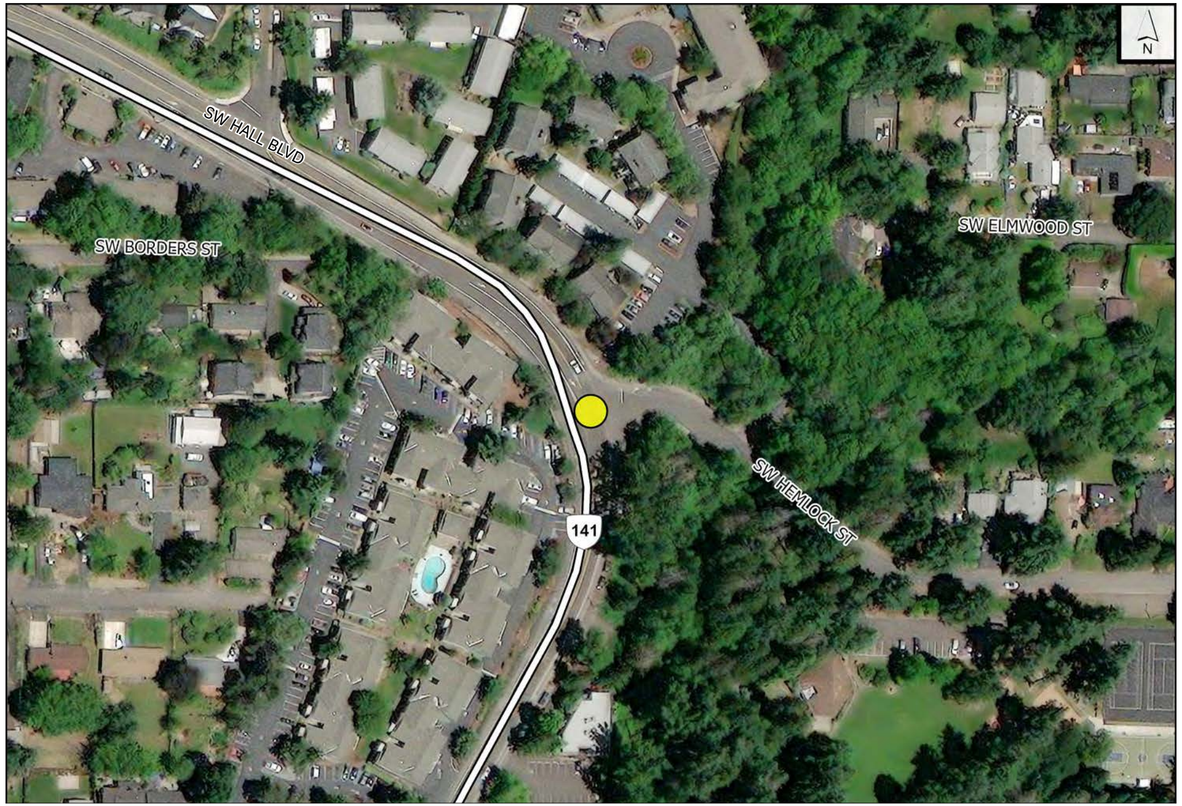
Intersection of OR 8 and SW 142nd Avenue.

Oregon Department of Transportation

OR141: Hall Blvd at SW Hemlock St

ODOT - Washington County

23052



OR141: Hall Blvd at SW Hemlock St

ODOT - Washington County

23052

Project Description

Increase pedestrian safety and connectivity on SW Hall Boulevard at SW Hemlock Street in Tigard/ Metzger by building an enhanced pedestrian crossing at the intersection, along with new sidewalks, lighting and ADA compliant sidewalk curb ramps.

Purpose And Need

This segment of Hall Boulevard is highly used by pedestrians accessing nearby schools, parks and transit but lacks connected sidewalks, has a long distance between signalized pedestrian crossings and a curve in the road, decreasing visibility. A 2022 pedestrian fatality nearby highlighted the need for more frequent and safe crossing opportunities.

Proposed Solutions

- Install a Rectangular Rapid Flashing Beacon (RRFB) along with a median pedestrian island.
- Construct 300 feet of sidewalk along SW Hall Boulevard
- Install ADA compliant sidewalk curb ramps
- Install new street lighting, signing and striping.

Anticipated Benefits

- Improves the visibility of pedestrians crossing Hall Boulevard and encourages people to use these crossings.
- Enhances the crosswalk and safely connects neighborhoods on both sides of Hall Boulevard, providing access to Metzger Park, Metzger Elementary School and transit.
- Fills sidewalk gaps along Hall Boulevard for connected and safe pedestrian routes.
- Constructs sidewalk curb ramps that meet ADA standards

Funding

Safe Routes to School	$2,868,000
Estimated Total Cost	**$2,868,000**

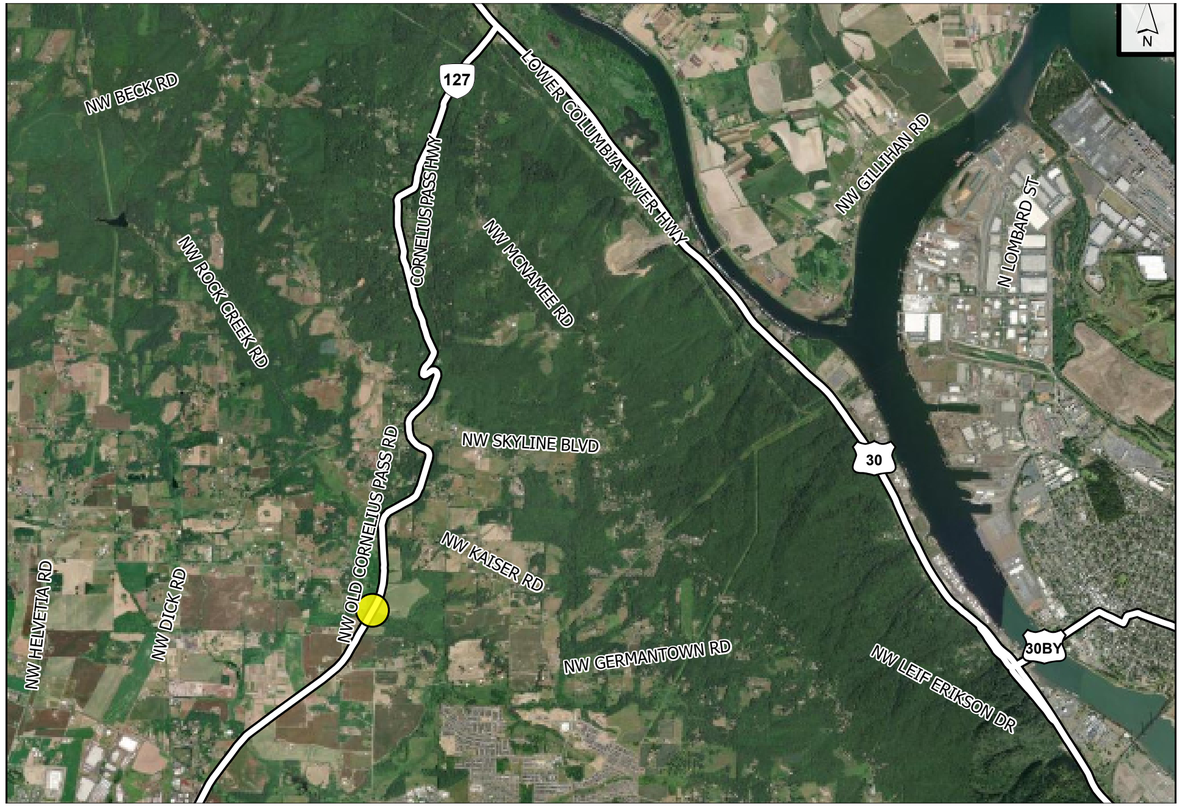
Hall Boulevard at Hemlock Street in Metzger.

Hall Boulevard where it curves south at the intersection at Hemlock Street.

Oregon Department of Transportation

Cornelius Pass Road: Rock Creek Bridge

Washington County - Washington County **21880**



Cornelius Pass Road: Rock Creek Bridge

Washington County - Washington County **21880**

Project Description

Replace the aging and obsolete bridge over Rock Creek. NW Cornelius Pass Road is a critical connection for the region with a high volume of traffic (2,381 average daily vehicles), a primary truck route (22% of daily vehicles), and a primary emergency response route for Tualatin Valley Fire & Rescue.

Purpose And Need

The Rock Creek Bridge is 73 years old and has two narrow lanes and no shoulder. The bridge is at risk of becoming weight limited and unable to carry the daily traffic and freight on this critical primary truck route which serves the tech manufacturing sector in Washington County and the freight consolidation area near Portland International Airport.

Proposed Solutions

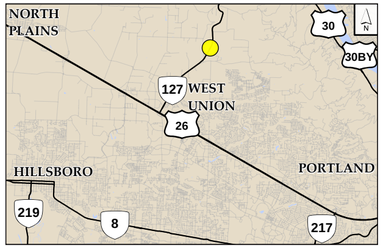
- Construct a replacement bridge that meets current standards for weight, lane width and shoulder width to improve safety and maintain the critical regional connection on NW Cornelius Pass Road for commuters, freight and emergency responders.

Anticipated Benefits

- Increases safety on the Rock Creek Bridge by building a new structure with lane and shoulder widths that meet current standards.
- Maintains the critical regional travel connection by replacing the bridge with a new structure that will meet current weight capacity standards.

Funding

2021-2024 STIP	$831,820
Bridge	$4,476,181
Washington County	$512,319
Estimated Total Cost	**$5,820,320**



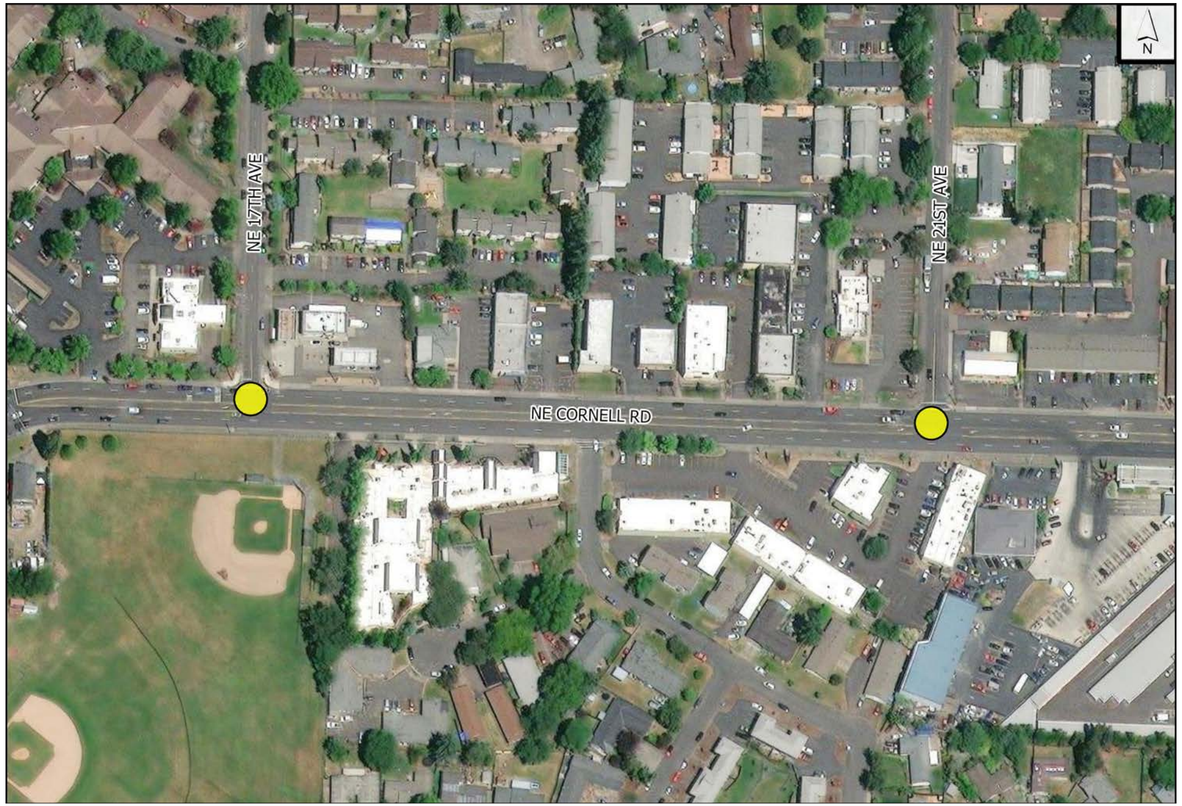
Cornelius Pass Road between U.S. 26 and U.S. 30.

Rock Creek Bridge is an aging, narrow structure with a high volume of daily traffic and freight.

Oregon Department of Transportation

NE Cornell Rd at 17th Ave and 21st Ave

Washington County - Washington County **22826**



NE Cornell Rd at 17th Ave and 21st Ave

Washington County - Washington County **22826**

Project Description

Make safety improvements on NE Cornell Road in two locations in Hillsboro: NE 17th Avenue and NE 21st Avenue.

Purpose And Need

Cornell Road is a high crash corridor and the two intersections at NE 17th Avenue and NE 21st Avenue are in the top 5% of crash locations in the region. Both intersections see many crashes associated with drivers making left turns. These improvements will greatly reduce the number of angle crashes.

Proposed Solutions

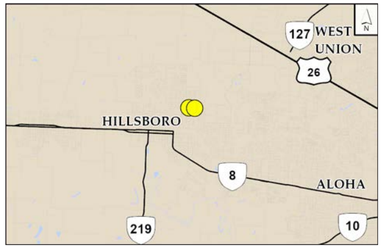
- Install a new traffic signal at the intersection of NE Cornell Road and NE 21st Ave. Install a median barrier to restrict lefts turn at NE Cornell Road and NE 17th Ave. At both intersections, upgrade sidewalk curb ramps to meet ADA accessibility standards and install new street lighting.

Anticipated Benefits

- Reduces left-turning crashes at NE Cornell Road and NE 21st Avenue by installing a new traffic signal, which will better control traffic.
- Eliminates left-turning crashes at NE Cornell Road and NE 17th Avenue by preventing them with a median barrier.
- Improves safety and access for people walking and rolling on Cornell Road with upgraded ADA compliant sidewalk curb ramps and new street lighting.

Funding

All Roads Transportation Safety	$2,082,600
Washington County	$231,400
Estimated Total Cost	**$2,314,000**



Cornell Road at 17th Avenue and 21st Avenue.

Driver attempting to turn left from NE 21st Avenue onto NE Cornell Road.

Oregon Department of Transportation

Additional projects in Washington County:

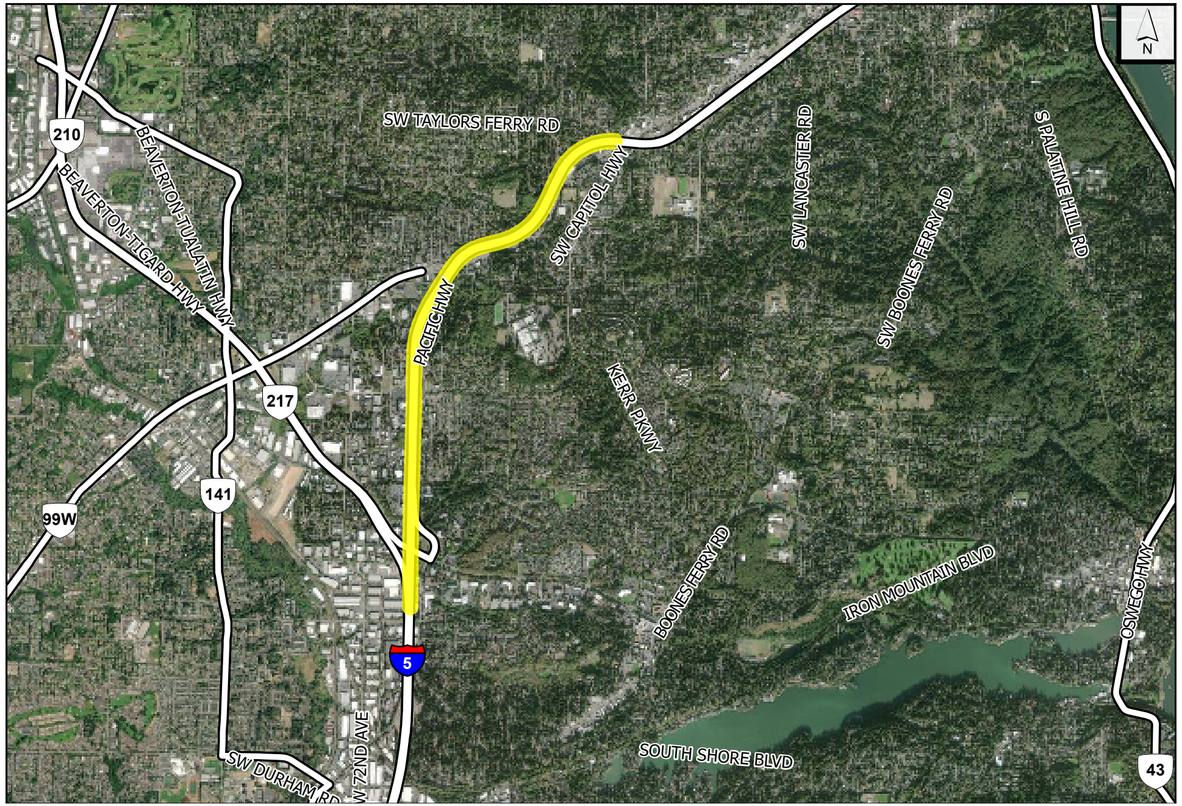
Page	Key Number	Project Name
108	21371	I-5 and I-205: Regional Mobility Pricing
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023
106	22719	I-5: Capitol Highway - OR217
120	22866	Portland Metro and surrounding areas signal upgrades
121	22867	Portland Metro and Surrounding Areas Operations Upgrades
116	22869	US26 Active Traffic Management
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1
118	22983	US26: US101 to Nyssa
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026

View more information on each project in the Various/Multiple Counties section beginning on page 105.

Various or Multiple Counties

I-5: Capitol Highway - OR217

ODOT - Clackamas & Multnomah Counties **22719**



I-5: Capitol Highway - OR217

ODOT - Clackamas & Multnomah Counties **22719**

Project Description

Install 18 new ODOT RealTime Signs at key locations in both directions of I-5 in Tigard and Southwest Portland. The new signs will consist of Variable Advisory Speed Signs (VAS) and Variable Message Signs (VMS) across new sign bridges.

Purpose And Need

Travelers experience high congestion and high crash rates during peak periods in this section of I-5 due to unexpected congestion and conditions in the Terwilliger curves and the I-5/I-405 split at the Marquam Bridge. RealTime signs have proven to help manage congestion in addition to improving safety, reliability, and GHG emissions

Proposed Solutions

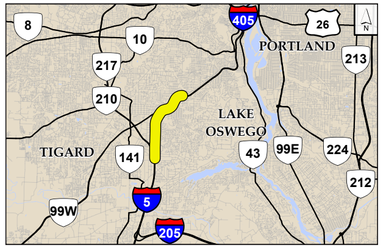
- Install 18 new RealTime traveler information signs at key locations on I-5 through Tigard and Southwest Portland to improve safety and travel time predictability.
- Update outdated fiber optic cable network, repairing damaged sections and connecting missing sections.

Anticipated Benefits

- Improves operations by providing queue warning, traveler information and variable advisory speeds to better inform and prepare drivers. VAS Signs display advisory speed based on the traffic ahead, and will update as real-time driving conditions change.
- Increases travel time reliability during peak travel times. VMS display estimated travel times to key destinations, so drivers can plan their arrival time or consider taking an alternate route. They also alert drivers about crashes, congestion, road conditions, closures and other traffic-related information.
- Increases safety in the corridor by reducing the frequency and severity of crashes.

Funding

Enhance	$15,917,009
Estimated Total Cost	**$15,917,009**



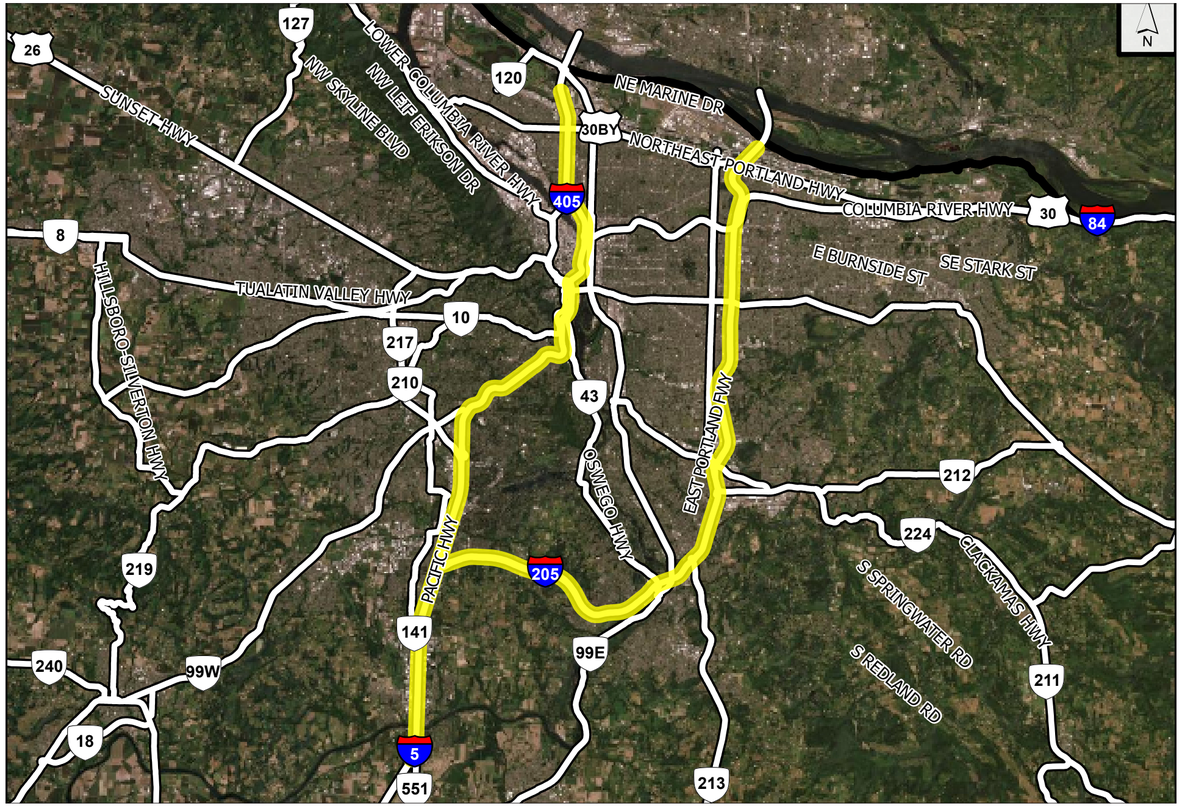
I-5 from Tigard to Southwest Portland.

Example of Variable Advisory Speed Signs on OR 217.

Oregon Department of Transportation

I-5 and I-205: Regional Mobility Pricing

ODOT - Clackamas, Multnomah & Washington Counties **21371**



I-5 and I-205: Regional Mobility Pricing

ODOT - Clackamas, Multnomah & Washington Counties **21371**

Project Description

Design and implement a regional variable rate congestion pricing system on I-5 and I-205 in the Portland metro region.

Purpose And Need

The Regional Mobility Pricing Project will use congestion pricing on all lanes of I-5 and I-205 to manage travel demand and traffic congestion on these facilities in the Portland, Oregon metropolitan area in a manner that will generate revenue for transportation system investments.

Proposed Solutions

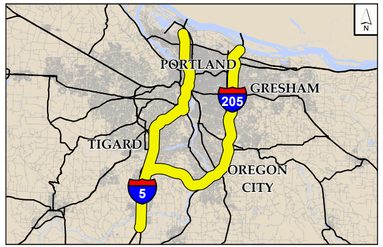
- Design, build and implement regional congestion pricing on two major freeways in the Portland metro area: I-5 and I-205.

Anticipated Benefits

- Improves travel time and increases travel predictability, safety and efficiency.
- Reduces congestion and manages travel demand.
- Establishes a new, sustainable funding source.
- Supports climate goals.

Funding

2021-2024 STIP	$63,250,000
House Bill 3055	$198,360,000
Estimated Total Cost	**$261,610,000**



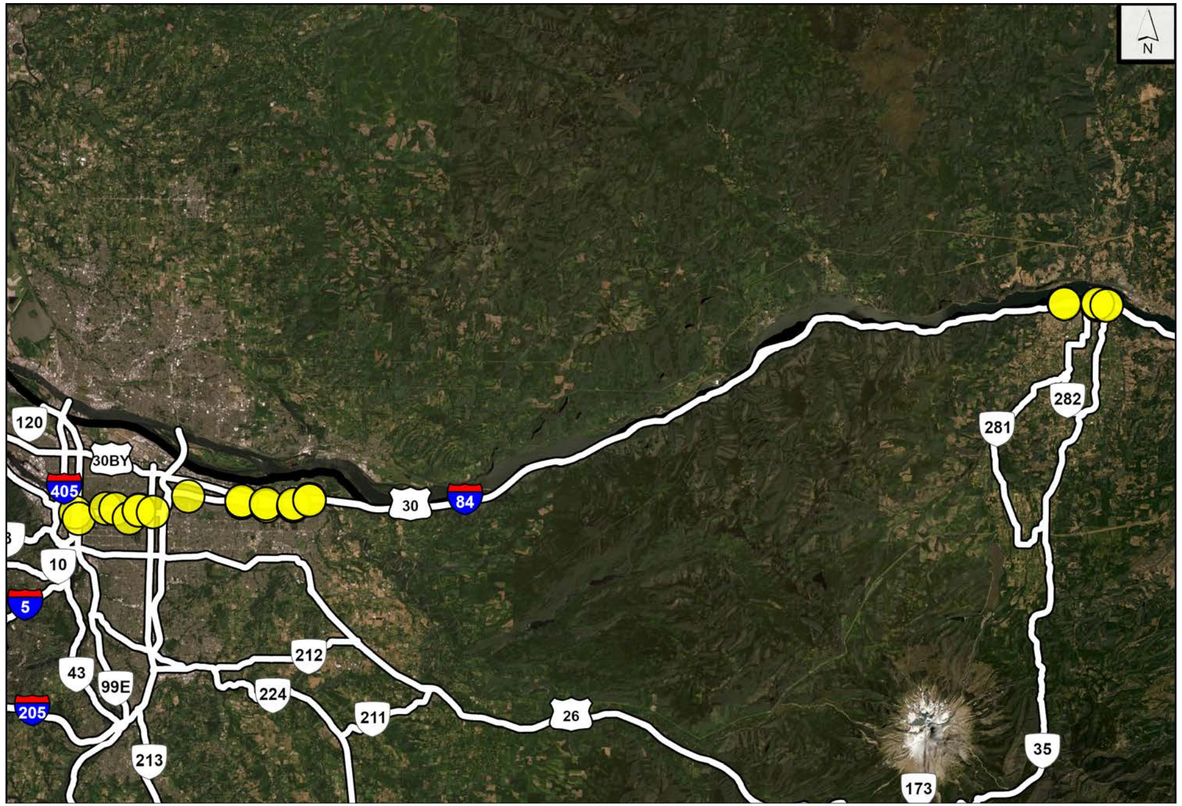
All of I-205 and I-5 from Washington to Wilsonville.

Congestion on I-5.

Oregon Department of Transportation

I-84: I-5 - Hood River

ODOT - Multnomah & Hood River Counties **22773**



I-84: I-5 - Hood River

ODOT - Multnomah & Hood River Counties **22773**

Project Description

Update traffic signals to larger signal heads with reflective backplates, install lighting, and update signs and striping at on- and off-ramps along I-84 between Portland and Hood River. Ramp locations include: NE Holladay, NE Grand, NE 33rd, NE Halsey, NE Glisan, NE 68th, NE Multnomah, NE 122nd, NE 181st, Fairview Parkway, NE 238th, Marine Drive, Exit 62, 2nd St (exit 63), the Anchor Way connector and U.S. 30 Exit 64.

Purpose And Need

The specific intersections were selected based on crash data, which show a history of rear-end, angle and pedestrian/bike involved crashes. These upgrades are expected to reduce crashes and improve safety at multiple on- and off-ramp locations on I-84.

Proposed Solutions

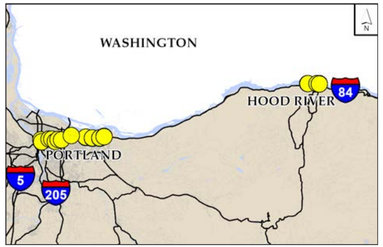
- Add new reflective backplates and/or replace outdated signal heads with larger sizes.
- Replace worn and damaged signs and update striping.
- Add lighting at several ramp locations.

Anticipated Benefits

- Upgrades outdated signal heads to larger sizes and adds reflective backplates to increase visibility of the signals for travelers, including at westbound 238th Avenue which is in the top 10% of all highway segments for crashes in the Safety Priority Index System.
- Replaces worn and damaged signs and updates striping to reduce confusion and improves visibility of traffic control.
- Adds lighting to improve visibility and safety for all users, including at several crosswalks.

Funding

All Roads Transportation Safety	$2,064,000
Estimated Total Cost	**$2,064,000**



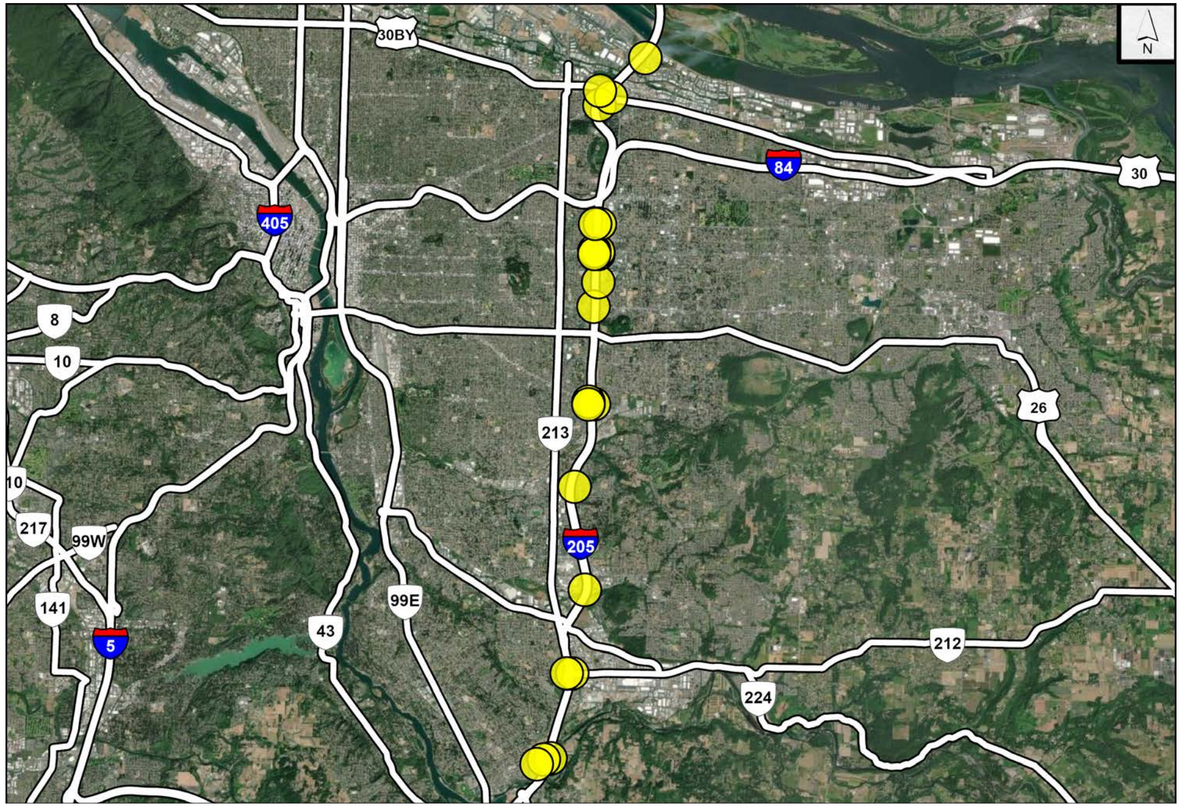
Various I-84 ramps in Region 1.

An example of a small, non-standard signal heads.

Oregon Department of Transportation

I-205: Columbia River - SE 82nd Drive

ODOT - Multnomah & Clackamas Counties **22772**



I-205: Columbia River - SE 82nd Drive

ODOT - Multnomah & Clackamas Counties **22772**

Project Description

Update traffic signals to larger signal heads with reflective backplates, install lighting, and update signs and striping at on- and off-ramps along I-205 from the Columbia River to 82nd Avenue. Ramp locations include: 82nd Avenue at I-205 and Oatfield Road, OR 212, Sunnybrook Boulevard, Johnson Creek Boulevard, Foster Road, Woodstock Boulevard, Division Street, Washington and Stark Streets, Glisan Street, Sandy Boulevard, Killingsworth Street, Airport Way, and 96th Avenue at Market Street.

Purpose And Need

The specific intersections were selected based on crash data, which show a history of rear-end, angle and pedestrian/bike involved crashes. These upgrades are expected to reduce crashes and improve safety at multiple on- and off-ramp locations on I-205.

Proposed Solutions

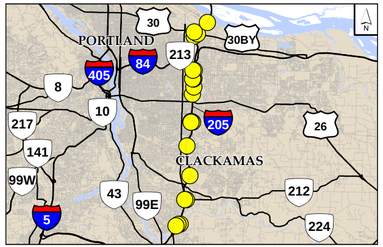
- Adds new reflective backplates and/or replacing outdated signal heads with larger sizes.
- Updates signs and striping, and adds lighting at several ramp locations.
- Installs advanced warning signs at intersections without signals to alert drivers of the need to yield or stop.

Anticipated Benefits

- Upgrades outdated signal heads to larger sizes and adds reflective backplates to increase visibility of the signals for travelers.
- Replaces worn and damaged signs and updates striping to reduce confusion and improves visibility of traffic control.
- Adds lighting to improve visibility and safety for all users, including at several crosswalks.
- Reduces the frequency and severity of crashes at intersections without signals by using advanced warning signs.
- Improves safety at intersections, including Division Street at I-205 which is in the top 5% of all highway segments for crashes in the Safety Priority Index System, Glisan Street at I-205 in the top 10%, and the Woodstock/Foster couplet in the top 10% with most crashes occurring within the couplet and the I-205 ramps.

Funding

All Roads Transportation Safety	$3,163,000
Estimated Total Cost	**$3,163,000**



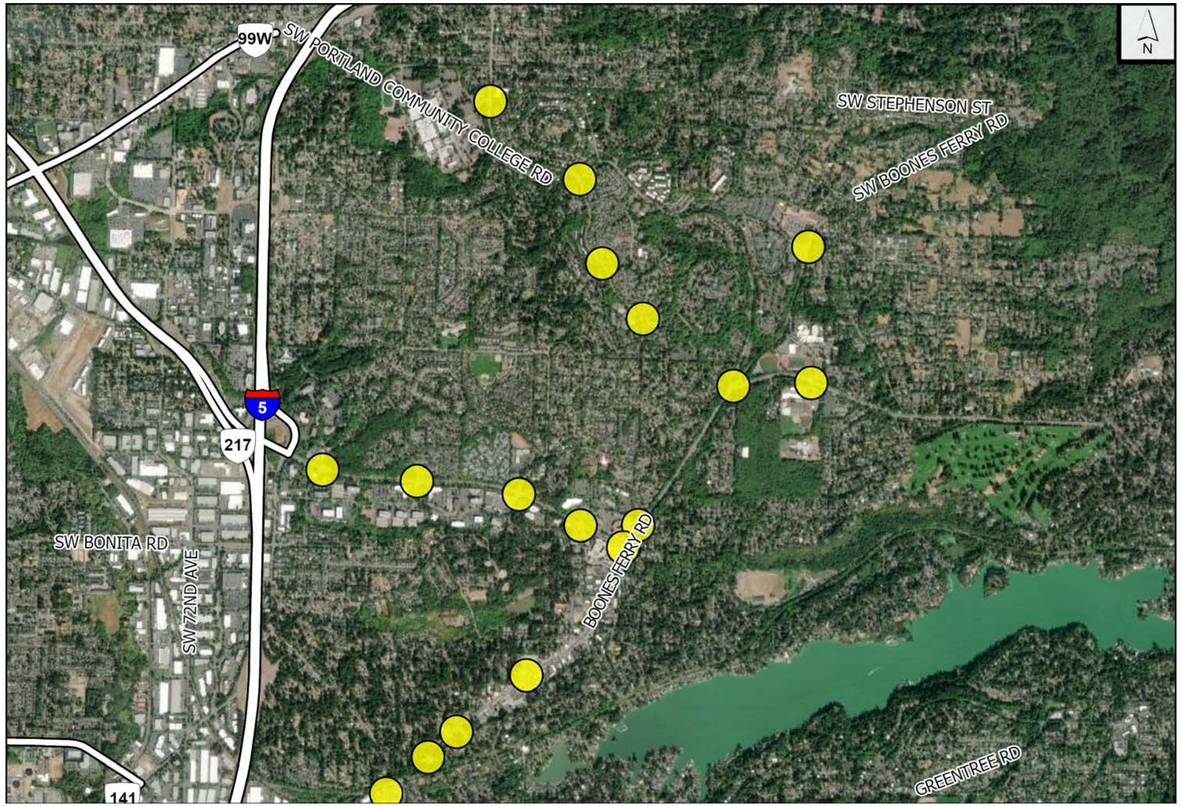
Various locations along I-205.

Signs shown back-to-back on shared posts.

Oregon Department of Transportation

Lake Oswego Signals Visibility Upgrades

City of Lake Oswego - Clackamas & Multnomah Counties **22829**



Lake Oswego Signals Visibility Upgrades

City of Lake Oswego - Clackamas & Multnomah Counties **22829**

Project Description

Signal upgrades to improve visibility and safety for all users at 34 intersections in Lake Oswego. Install leading pedestrian intervals, upgrade signal visibility, and convert signals to display flashing yellow arrow left turns to reduce crashes caused by failure to yield.

Purpose And Need

Between 2014 and 2018, these intersections had two serious injury crashes, 49 injury crashes and 34 property-damage crashes. The predominant crash types are rear-end, turning, and angle crashes. Two of the intersections (Country Club at Boones Ferry Road and Kruse Way at Carmen Drive) are in the top 15% 2019 Safety Priority Index System sites.

Proposed Solutions

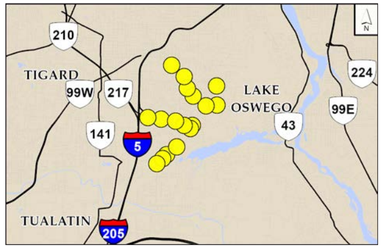
- Implement proven countermeasures to address observed crashes by installing signal visibility upgrades and converting left turn signals from unprotected green ball indicators to flashing yellow turn arrows.
- Provide leading pedestrian intervals to improve visibility and safety for pedestrians.

Anticipated Benefits

- Reduces crashes up to 30% by improving signal visibility.
- Reduces left-turning crashes by 50% by changing intersection signals from unprotected green ball indicators to flashing yellow turn arrows, clarifying to drivers that they will need to yield to oncoming traffic and to pedestrians crossing in the parallel crosswalk.
- Reduces pedestrian and bike crashes by 37% by providing leading pedestrian intervals. This is a signal adjustment to give pedestrians the opportunity to enter the crosswalk at an intersection before vehicles are given a green indication, enhancing their visibility and right-of-way over turning vehicles.

Funding

All Roads Transportation Safety	$1,611,000
City of Lake Oswego	$179,000
Estimated Total Cost	**$1,790,000**



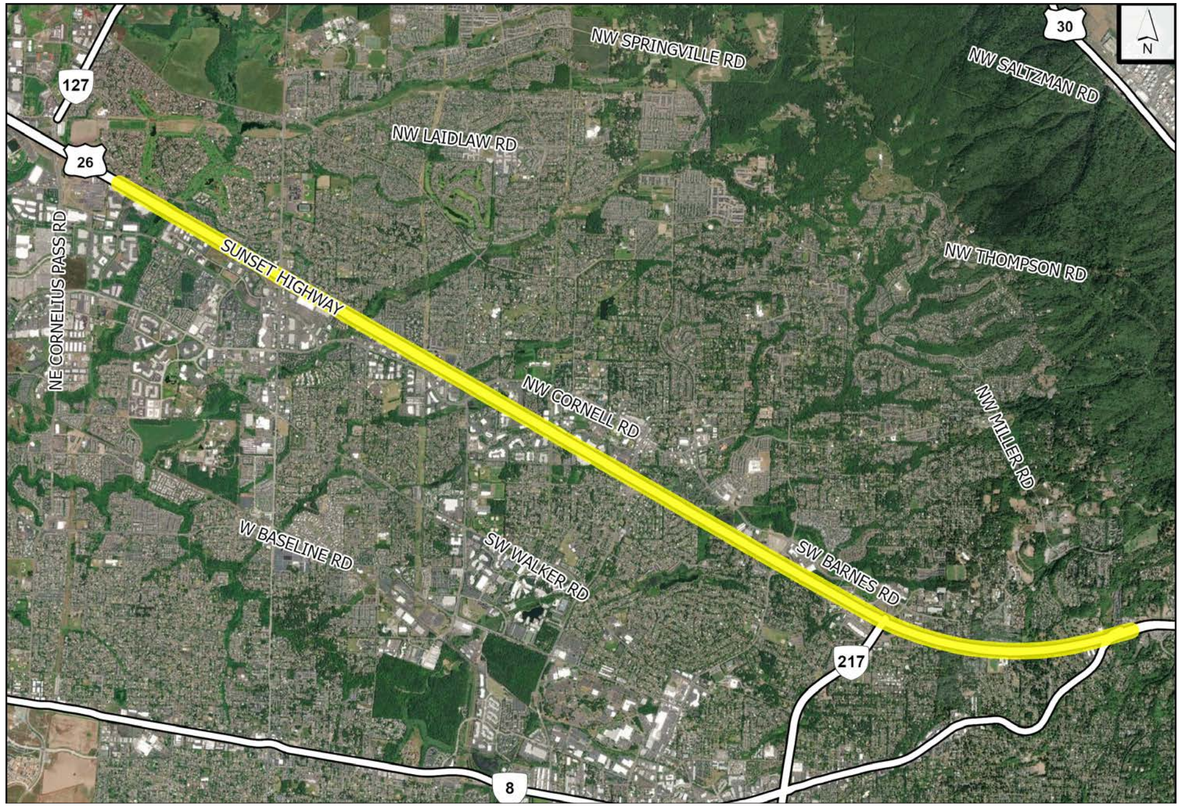
34 intersections around Lake Oswego.

Kruse Way at Boones Ferry Road has been documented as a high-crash intersection.

Oregon Department of Transportation

US26 Active Traffic Management

ODOT - Multnomah & Washington Counties **22869**



US26 Active Traffic Management

ODOT - Multnomah & Washington Counties **22869**

Project Description

Design a project to install Variable Advisory Speed Signs (VAS), Variable Message Signs (VMS), queue warning and advanced directional signs on westbound U.S. 26 from Sylvan to Cornelius Pass Road.

Purpose And Need

Congestion exists at recurring bottlenecks during the AM and PM peak travel times. Multiple top 5% and top 10% Highway Safety Priority Index System sites are located in the proposed project area from Sylvan to Cornelius Pass Road, affecting travel time reliability in this corridor.

Proposed Solutions

- ODOT RealTime Signs help improve traffic flow. Installing new signs will help maintain more consistent travel speeds, improve travel time reliability, reduce crashes and improve traffic flow by informing drivers of hazardous conditions ahead.

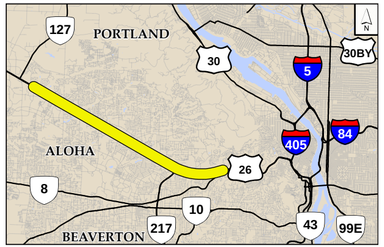
Anticipated Benefits

This project is for design only. The benefits will be realized with future construction funding.

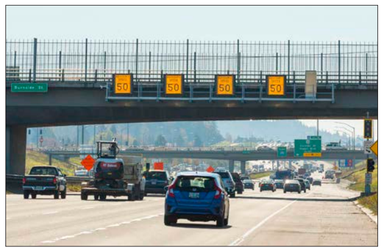
- Improves operations by providing queue warning, traveler information and variable advisory speeds to better inform and prepare drivers. VAS Signs display advisory speed based on the traffic ahead. The advisory speeds will change as real-time driving conditions change.
- Increases travel time reliability during peak travel times. VMS Signs alert drivers about crashes, congestion, road conditions, closures and other traffic related information. They also display estimated travel times to key destinations, so drivers can plan their arrival time or consider taking an alternate route.
- Increases safety in the corridor by reducing the number and frequency of crashes.

Funding

Operations	$3,159,613
Estimated Total Cost	**$3,159,613**



Sunset Highway (U.S. 26) from Sylvan to Cornelius Pass Road.



Variable Advisory Speed Signs display speeds based on traffic ahead.

Oregon Department of Transportation

US26: US101 to Nyssa

ODOT - Various Counties

22983

Project Description

Install National Electric Vehicle Infrastructure (NEVI) fast charging stations at intervals along U.S. 26 between U.S. 101 and Nyssa, to provide electric vehicle drivers with reliable, fast charging along major corridors in Oregon.

Purpose And Need

Electrifying Oregon's transportation system is a key outcome of ODOT's 2021–2023 Strategic Action Plan, the ODOT Climate Action Plan 2021-2026, as well as the Statewide Transportation Strategy. This project will implement federal NEVI funds to build EV charging and other alternative fuel infrastructure on US 2.6., a federally-designated electric corridor.

Proposed Solutions

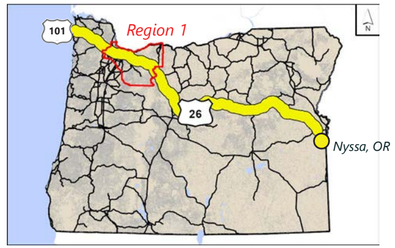
- Install convenient, accessible public NEVI fast charging stations for passenger vehicles at 50-mile intervals on U.S. 26.

Anticipated Benefits

- Invests in Oregon's future electric vehicle charging needs to sustain the rapid growth in EV charging infrastructure required over the next 15 years. A Transportation Electrification Infrastructure Needs Analysis (TEINA) study completed in 2022 predicted that demand for electric charging stations will increase 44x by 2035.
- Increases Oregonians' confidence that EV charging will be as ubiquitous and convenient as fueling with gasoline.
- Supports the ODOT Climate Office's mission of reducing greenhouse gas emissions and moves Oregon towards a cleaner future by electrifying our transportation system.

Funding

Electric Vehicle	$8,944,000
Estimated Total Cost	**$8,944,000**



U.S. 26 is a federally-designated Alternative Fuel Corridor.

An electric vehicle charges at a public station.

Oregon Department of Transportation

Portland Metro and Surrounding Area Safety Reserve

ODOT - Various Counties

22613, 23106, 23107, 23108

Project Description

Implement urgent safety improvements on the state highway system for all users, in order to address fatal and serious injury crashes throughout ODOT Region 1, which includes all of Multnomah and Hood River Counties as well as most of Clackamas and Washington Counties.

Purpose And Need

There are needs for safety improvements outside regular maintenance or project design schedules, which makes funding difficult. These projects will address high priority safety improvements as needs are identified.

Proposed Solutions

- Update or replace traffic control devices and safety hardware.
- Install pedestrian-focused elements.
- Improve intersections by upgrading controllers, signal heads, lighting or pedestrian facilities.
- Enhance signing and striping.

Anticipated Benefits

- Allow for flexible improvements on the state system for region safety needs that may not otherwise be addressed.
- Proactively reduce the risk of fatal and serious injury crashes for all users.
- Upgrade safety needs not addressed by other programs.

Updated bike lane striping.

KN	Project Name	Total Cost
22613	Portland Metro and Surrounding Area Safety Reserve 2023	$1,000,000
23106	Portland Metro and Surrounding Area Safety Reserve 2024	$1,000,000
23107	Portland Metro and Surrounding Area Safety Reserve 2025	$1,000,000
23108	Portland Metro and Surrounding Area Safety Reserve 2026	$697,981
	TOTAL:	**$3,697,981**

Funding

House Bill 2017 Safety	$3,697,981
Estimated Total Cost	**$3,697,981**

Oregon Department of Transportation

Portland Metro and Surrounding Areas Signal Upgrades

ODOT - Various Counties

22866

Project Description

Replace and upgrade older signal heads, signal detection equipment and signal corridor retiming to enhance intersection safety throughout ODOT Region 1, which includes all of Multnomah and Hood River Counties as well as most of Clackamas and Washington Counties. Install audible crosswalk signal replacements to improve accessibility at pedestrian crossings.

Purpose And Need

There are needs for traffic and crosswalk signal upgrades or replacements outside regular maintenance or project design schedules, which makes funding difficult. This project will address signal upgrades as needs are identified.

Proposed Solutions

- Replace or upgrade signal heads and signal detection equipment.
- Update traffic signal timing along corridors.
- Install audible crosswalk signals for pedestrian safety.

Anticipated Benefits

- Improves efficiency of traffic flow with upgraded signal detection and updated signal timing.
- Improves signal visibility on interstate corridors.
- Improves safety at crossings and assists pedestrians by providing an audible cue to the crosswalk signal status.

Improvements at key crossings will enhance pedestrian safety.

Funding

Operations	$1,300,000
Estimated Total Cost	**$1,300,000**

Oregon Department of Transportation

Portland Metro and Surrounding Areas Operations Upgrades

ODOT - Various Counties

22867

Project Description

Replace and upgrade traffic monitoring, communication, and control equipment such as cameras and Variable Message Signs to improve safe operations throughout ODOT Region 1, which includes all of Multnomah and Hood River Counties as well as most of Clackamas and Washington Counties. Restripe and update road markings and raised pavement markers to improve visibility.

Purpose And Need

There are needs for operations improvements or replacements outside regular maintenance or project design schedules, which makes funding difficult. This project will address fixing existing equipment, installing new ITS equipment, and road markings as needs are identified.

Proposed Solutions

- Purchase and install hardware and software for traffic monitoring and control systems.
- Make modifications to existing communication and operations equipment.
- Restripe and update road markings and raised pavement markers.

Anticipated Benefits

- Ensures functionality of ITS systems and addresses operational and safety needs as quickly as possible by having materials on hand to make repairs or installations as needed. Having equipment available to address needs increases equipment functionality, improves incident monitoring and reduces response times.
- Improves safety through pavement marker upgrades.

Workers perform maintenance on a VMS on I-205; these signs can display important traveler information.

ITS infrastructure, such as RealTime data on I-5, enhances the operations of ODOT's system.

Funding

Operations	$1,900,000
Estimated Total Cost	**$1,900,000**

Oregon Department of Transportation

Portland Metro area 2024-2027 ADA curb ramps

ODOT - Various Counties

22978, 22990, 23038, 23043

(opposite) An inspector measures the ramp angle on a newly-installed ADA ramp on NE Lombard.

Portland Metro area 2024-2027 ADA curb ramps

ODOT - Various Counties

22978, 22990, 23038, 23043

Project Description

Design, secure right of way, and construct thousands of curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards throughout ODOT Region 1, which includes all of Multnomah and Hood River Counties as well as most of Clackamas and Washington Counties.

KN22978 will advance $19,600,000 to the 2021-2024 STIP in order to expedite the design process.

Purpose And Need

Sidewalk curb ramps at many intersections throughout the Region do not meet ADA requirements. Updates are needed to bring the infrastructure into federal compliance.

Proposed Solutions

- Remove and replace existing curb ramps that do not meet ADA requirements.
- Install ADA compliant sidewalk curb ramps, curb extensions, and push buttons.

Anticipated Benefits

- Brings thousands of curb ramps up to federal ADA standards.
- Improves access, safety, and accessibility features at many intersections.
- Enhances connections for neighborhoods and businesses, providing safer access across roadways.

ADA compliant infrastructure crossing SE Powell.

KN	Project Name	Total Cost
22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1	$19,600,000
22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2	$9,780,000
23038	Portland Metro area 2024-2027 ADA curb ramp right of way	$17,630,000
23043	Portland Metro area 2024-2027 ADA curb ramp construction	$117,460,000
	TOTAL:	**$164,440,000**

Funding

ADA Program	$164,440,000
Estimated Total Cost	**$164,440,000**

Oregon Department of Transportation

Common STIP Terms

AIR QUALITY CONFORMITY
See Conformity.

ACCESS
Access is the right to cross the highway right of way to enter or exit abutting property.

ACTIVE TRANSPORTATION
Sustainable, multimodal transportation solutions that connect people to where they need to go - such as work, school and to access essential services using "active" modes such as walking, bicycling and taking public transit.

ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS)
Technology that facilitates traffic movements. An element of Intelligent Transportation Systems (ITS).

AMERICANS WITH DISABILITIES ACT (ADA)
A civil rights law passed by Congress in 1990 which makes it illegal to discriminate against people with disabilities in employment, services provided by state and local governments, public and private transportation, public accommodations and telecommunications.

ARTERIAL
A thoroughfare, usually with at least two lanes in each direction and regularly spaced traffic signals, designed to serve major travel flows within an urban area. Arterials are intended to serve traffic traveling relatively long distances at higher speeds. Arterial is the highest level of roadway classification, distinguished from lower- level collectors and local roads.

AT GRADE
When a feature and a roadway meet at the same elevation.

AUXILIARY LANE
Auxiliary lanes are ramp-to-ramp connections on the highway that reduce congestion by giving drivers more space and timeto merge safely. This decreases conflicts, improves safety and the flow of traffic, and ultimately allows the existing lanes to work more efficienctly.

AVERAGE DAILY TRAFFIC (ADT)
The average number of vehicles passing a certain point each day on a highway, road or street.

BICYCLE FACILITY
Any facility or portion of the roadway provided for the benefit of bicycle travel, including bikeways and parking facilities as well as all other roadways not specifically designated for bicycle use.

BIKE LANE
A portion of a roadway designated by striping and pavement markings for the preferential or exclusive use of bicyclists.

BRIDGE
A structure over a depression or an obstruction, such as water, highway, or railway, and having a track or passageway for carrying traffic or other moving loads.

CATEGORICAL EXCLUSION (CE)
A term in federal environmental law that means an action is exempt from review under the National Environmental Policy Act (NEPA). Applies to most maintenance and preservation projects. CE can also mean Construction Engineering when used in a design context.

CONFORMITY
Process to assess the compliance of any transportation plan, program, or project with air quality implementation plans. The conformity process (also referred to as Air Quality Conformity) is defined by the Clean Air Act.

CONTINUING, COOPERATIVE, AND COMPREHENSIVE (AKA "THREE C'S")
These are the three general requirements of transportation planning in federal law and rule.

CORRIDOR
A broad geographical band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways and transit route alignments.

CULVERT
A drain or a pipe that allows water to flow under a road or railroad.

CURB EXTENSIONS
A design that extends the sidewalk into the parking lane to narrow the roadway and provides additional pedestrian space at key locations; they can be used at corners and at mid-block. Curb extensions enhance pedestrian safety by increasing pedestrian visibility, shortening crossing distances, slowing turning vehicles and visually narrowing the roadway.

DECELERATION LANE
A speed change lane, including a tapered area that enables a turning vehicle to exit a through lane and slow to a safe speed before completing a turn.

DIRECTIONAL MEDIAN OPENING
An opening in a nontraversable median that provides for specific turning movements and physically restricts other turning movements.

EASEMENT
Limited right of use of property: a limited right to make use of a property owned by another, for example, a right of way across the property. An easement is typically conveyed by a recorded document such as a deed. Existence of a recorded easement does not by itself establish a right of access and does not guarantee the approval of an application or the location of an approach.

ENVIRONMENTAL IMPACT STATEMENT (EIS)
A report developed as part of the National Environmental Policy Act requirements, that details any adverse economic, social and environmental effects of a proposed transportation project for which Federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

ENVIRONMENTAL PROTECTION AGENCY (EPA)
EPA is the Federal regulatory agency responsible for administering and the enforcement of Federal environmental laws including the Clean Air Act, the Clean Water Act, the Endangered Species Act and others.

"FAIR OR BETTER" CONDITION
A measure of pavement condition. ODOT annually evaluates the condition of the state highways and rates the pavement from "very poor" to "very good".

FEDERAL HIGHWAY ADMINISTRATION (FHWA)
A branch of the US Department of Transportation that administers the federal-aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads and bridges. The FHWA also administers the Federal Lands Highway Program, including survey, design and construction of forest highway system roads, parkways and park roads, Indian reservation roads, defense access roads and other Federal lands roads.

FISCAL CONSTRAINT
That a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

FREEWAY
A route or segment of highway that is completely access-controlled with no adjacent property owner right of access and access limited to grade-separated interchanges.

FRONTAGE ROAD
An access road that typically parallels a major public road between the right of way of the major road and the front building setback line. A frontage road provides access to private properties while limiting the number of approaches on the principal roadway.

FUNCTIONAL AREA OF AN INTERSECTION
The area beyond the physical intersection that creates adequate space for drivers to see conditions at the intersection, make decisions about where they want to be when they get to the intersection, maneuver through necessary lane changes and have adequate time to stop. In addition, the area needed for vehicle storage at the signal or stop sign is part of the functional area of an intersection.

GRADE
The slope (ratio of change in elevation to change in distance) of a roadway typically given in percent. For example, a 2% grade represents a 2-foot elevation change over a 100-foot distance.

GRADE CROSSINGS
Intersections between railroad tracks and a road. Crossings can be either "at-grade" (at the same level) or separated grade, where the road uses either a tunnel or a bridge to avoid crossing the rail tracks.

GRADE SEPARATION
A vertical separation between intersecting roads, paths or railroad tracks. One facility travels over the other via an overpass or other structure.

HAZARDOUS TREES
Trees in danger of falling into the roadway due to damage, age, location, etc.

HIGH OCCUPANCY VEHICLE (HOV)
Typically refers to a motor vehicle that is occupied by more than one person and is therefore eligible to use a HOV lane.

IMMEDIATE OPPORTUNITY FUND (IOF)
Created to stimulate economic growth by providing quick funds for road construction or improvements for business/industrial projects or districts.

IMPERVIOUS SURFACE
Surface area that does not allow for water infiltration, or has a runoff coefficient of 0.90 or more (e. g., non-permeable pavement, solid rock, roofs, foundations, underground tanks and vaults and similar areas).

INTELLIGENT TRANSPORTATION SYSTEM (ITS)
The application of state-of-the-art technology to provide real-time traffic information, which can be used to improve transportation system operations.

INTERGOVERNMENTAL AGREEMENT (IGA)
An agreement between ODOT and one or more other units of state, federal or local government identifying roles and obligations regarding a plan, public improvement, delegation of service or other agreement that is under more than one or has an effect on more than one jurisdiction. An IGA includes identification of current conditions and the problem to be solved, financial commitments to the solution, management commitments to the solution, legal standing and remedies for the parties and any additional details necessary to complete the agreement.

INTERMODAL
Carriage by more than a single transportation mode with a transfer(s) between modes to complete a trip or a freight movement. In passenger transportation intermodal usually refers to trips involving more than one mode. For freight and goods movement, the definition refers to transfers between all freight modes including ships, rail, truck, barge, etc. taken as a system for moving freight. Also refers to the movement of an intermodal container.

INTERSECTION SIGHT DISTANCE
The distance required for drivers to see conditions at the intersection, make decisions about where they want to be when they get to the intersection, have time to maneuver through necessary lane changes, and have adequate time to stop as needed.

INTERSTATE
A limited-access road that forms part of the federally funded system of highways connecting the major cities of the United States.

INTERSTATE MAINTENANCE (IM)
The Interstate Maintenance (IM) program provides funding for resurfacing, restoring, rehabilitating and reconstructing most routes on the Interstate System.

LEADING PEDESTRIAN INTERVAL
A traffic signal adjustment to give pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication, enhancing their visibility and right-of-way over turning vehicles.

MANAGEMENT SYSTEM
A systematic process, designed to assist decision makers in selecting cost-efficient strategies/actions to improve the efficiency and safety of, and protect the investment in, the nation's transportation infrastructure. A Management System includes identification of performance measures; data collection and analysis; determination of needs; evaluation and selection of appropriate strategies/actions to address the needs, and evaluation of the effectiveness of the implemented strategies/actions (FHWA).

METROPOLITAN PLANNING ORGANIZATION (MPO)
A planning body in an urban area of over 50,000 population which has responsibility for developing transportation plans for that area.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)
An MPO's Transportation Investment Program, which identifies project scopes, budgets and timing for delivery within the MPO.

MULTIMODAL
The availability of transportation options using different modes within a system or corridor.

OREGON TRANSPORTATION COMMISSION (OTC)
ODOT's governing body. The Commission has five members appointed by the Governor. The OTC establishes state transportation policy. This group also has final funding approval for items within the legislative budget.

OREGON TRANSPORTATION PLAN (OTP)
The comprehensive transportation planning document for the State of Oregon; includes six modal plans: Oregon Highway Plan, Oregon Public Transportation Plan, Oregon Rail Plan, Oregon Bicycle/Pedestrian Plan, Oregon Transportation Safety Action Plan and the Oregon Aviation Plan.

PEAK HOUR
Hour of the day with the most traffic, usually during morning or evening commute times. The highest one-hour volume observed on an urban roadway during a typical or average week or the 30th highest hourly traffic volume on a rural roadway typically observed during a year. The Portland Metro Area, however, uses a two-hour peak period.

PEAK PERIOD
The time period that has the highest volume of various types of traffic in a day including morning and afternoon time periods when transit riding is heaviest. For example, the morning peak period for urban highways is generally between 6-9 a.m.

PLANTER STRIP
A landscape area for trees and other plantings within the public right of way, usually a continuous planter area between the street and a sidewalk.

PRESERVATION
Projects that rebuild or extend the service life of highways. Preservation projects add useful life to the highway without adding capacity.

QUEUE
A line of vehicles or pedestrians waiting to proceed, usually through an intersection. Slow-moving vehicles or pedestrians joining the back of the queue are usually considered part of the queue.

RECTANGULAR RAPID FLASHING BEACON (RRFB)
A pedestrian-actuated enhancement to improve safety at uncontrolled, marked crosswalks. The device includes two rectangular-shaped yellow indicators, each with an LED-based light source that flashes with high frequency when activated.

REALTIME
ODOT RealTime signs give you up-to-the-minute traffic information and advisories so you can get where you're going safely and efficiently. Types of signs include advisory speed signs, travel time signs and traveler information signs.

RETAINING WALLS
Structures designed to restrain soil to unnatural slopes. They are used to bound soils between two different elevations often in areas of terrain possessing undesirable slopes or in areas where the landscape needs to be shaped severely and engineered for more specific purposes like hillside farming or roadway overpasses.

RIGHT OF WAY (ROW)

The land (usually a strip) acquired for or devoted to highway transportation purposes. Also, a general term denoting publicly-owned land, property or interest therein, usually in a strip. The entire width between the exterior right of way lines including the paved surface, shoulders, ditches and other drainage facilities in the border area between the ditches or curbs and right of way line.

SAFETY PRIORITY INDEX SYSTEM (SPIS)

ODOT's method for identifying hazardous locations on state highways. The SPIS score is based upon three years of crash data and considered crash frequency, crash rate and crash severity. Types of injuries are categorized as follows:
Type A - Serious Injuries; Type B – Moderate injuries; Type C – Minor Injuries.

SCOUR

Bridge scour is the removal of sand, gravel or other materials from around a bridge column. Scour is caused by swift moving water and can cause holes around the structure.

SHARED ROADWAY

A roadway which is open to bicycle, pedestrian and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

MULTI-USE PATH

A path physically separated from motor vehicle traffic by an open space or barrier and either within a highway right of way or within an independent right of way, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers.

SHARROWS

Shared lane pavement markings (or "sharrows") are bicycle symbols carefully placed to guide bicyclists to the best place to ride on the road, avoid car doors and remind drivers to share the road with cyclists.

SHOULDER

The portion of a highway, paved and/or unpaved, that is contiguous to the travel lanes provided for pedestrians, bicyclists, emergency use by vehicles, for the accommodation of stopped vehicles, emergency use and the lateral support of base and surface courses.

SIGHT DISTANCE

The distance visible to the driver of a passenger vehicle measured along the normal travel path of a roadway from a designated location and to a specified height of object above the roadway when the view is unobstructed by traffic.

SLIP LANE

A road traffic lane provided at an intersection to allow vehicles to turn at the intersection without actually entering it and interfering with through traffic.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The four-year statewide scheduling and funding program for all areas of the state, that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bike and pedestrian facilities.

STREET TREE

A tree planted in a planter strip or tree well between the street and sidewalk.

SWALE

A low tract of land, especially one that is moist or marshy. The term can refer to a natural landscape feature or a human-created one. Artificial swales are often designed to manage water runoff, filter pollutants and increase rainwater infiltration.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

1. A program that identifies ways to reduce peak period demand on the highway system, including rideshare, staggered work hours and company-sponsored transit passes.
2. General term for strategies designed to optimize system performance through techniques such as the use of alternative modes, ridesharing, car sharing and vanpool programs, telecommuting and providing flexible work schedules. Managing demand is about providing all travelers with choices of location, route and time, not just mode of travel.

TRANSPORTATION DISADVANTAGED

Individuals who have difficulty in obtaining transportation because of their age, income, or physical or mental ability.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A document prepared by a metropolitan planning organization that lists projects to be funded with FHWA/FTA funds for the next one- to three-year period.

TRANSPORTATION MANAGEMENT AREA (TMA)

An urbanized area (MPA) with over 200,000 residents; eligible for additional federal funding and subject to federal air quality and congestion management standards.

TRANSPORTATION SYSTEM PLAN (TSP)

Comprehensive transportation planning document prepared by city and county governments, including an inventory of the existing system, proposed improvement projects and other elements required by the Oregon Transportation Planning Rule (OAR 660-012)

TWO-WAY LEFT TURN LANE (CONTINUOUS) (TWLTL)

A continuous lane located between opposing streams of traffic that provides a refuge area for vehicles.

UNIFIED PLANNING WORK PROGRAM (UPWP)

A planning work program prepared for a TMA by the MPO in cooperation with public transit operator(s) and the State. The preparation of a UPWP is a federal requirement in MAP-21.

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)

Establishes the nation's overall transportation policy. Under its umbrella there are ten administrations whose jurisdictions include highway planning, development and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways and oil and gas pipelines.

U.S. ENVIRONMENTAL PROTECTION AGENCY (EPA)

The federal regulatory agency responsible for administering and enforcing federal environmental laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act and others.

URBANIZED AREA (UZA)

A federal term for the central city or cities and other units of local government that represent at least 75% of the metropolitan planning area population, which by agreement make up an Metropolitan Planning Organization.

VALUE ENGINEERING (VE)

A systematic process of review and analysis of a project, during the concept and design phases, by a multidiscipline team of persons not involved in the project, that is conducted to provide recommendations for: 1) providing the needed functions safely, reliably, efficiently, and at the lowest overall cost; 2) improving the value and quality of the project; and 3) reducing the time to complete the project.

VARIABLE ADVISORY SPEED (VAS)

Advisory speed signs will display advisory speed based on the traffic ahead. The advisory speeds will change as real-time conditions change.

VARIABLE MESSAGE SIGNS (VMS)

Variable message signs can display estimated travel times to key destinations and/or alert drivers about crashes, congestion, road conditions, closures and other traffic-related information.

VEHICLE MILES TRAVELED (VMT)

A unit to measure travel for private vehicles, such as automobiles, vans, pickup trucks, or motorcycles. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.

VIADUCT

A bridge over land, or a series of spans carried on piers at short intervals and supporting a transportation facility such as a roadway or pipeline.

Project Lists by County

Clackamas County

Page	Key Number	Project Name	Prior STIP and House Bill 2017	24-27 Program Fed & State $	Funding from other Agencies	Total Programmed $
24	20472	OR99E: Clackamas River (McLoughlin) Bridge	$1,249,000	$13,111,000		$14,360,000
108	21371	I-5 and I-205: Regional Mobility Pricing *	$63,250,000	$198,360,000		$261,610,000
32	21598	OR224: SE 17th - Rusk Rd	$2,796,734	$20,444,961		$23,241,695
12	22507	I-205: OR213 - Stafford Rd variable rate tolling project	$27,257,890	$57,000,000		$84,257,890
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023 *		$1,000,000		$1,000,000
106	22719	I-5: Capitol Highway - OR217 *		$15,917,009		$15,917,009
34	22771	OR224 at OR211 and SE Burnett Rd		$6,874,041		$6,874,041
112	22772	I-205: Columbia River - SE 82nd Drive *		$3,163,000		$3,163,000
114	22829	Lake Oswego Signals Visibility Upgrades *		$1,611,000	$179,000	$1,790,000
16	22862	I-205: I-5 to OR213, Phase 2		$315,000,000		$315,000,000
28	22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd		$4,068,000		$4,068,000
26	22865	OR99E Canemah Rockfall Phase 2		$4,002,000		$4,002,000
120	22866	Portland Metro and surrounding areas signal upgrades *		$1,300,000		$1,300,000
121	22867	Portland Metro and Surrounding Areas Operations Upgrades *		$1,900,000		$1,900,000
40	22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)		$1,809,000	$201,000	$2,010,000
30	22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St		$9,677,000		$9,677,000
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1 *		$19,600,000		$19,600,000
118	22983	US26: US101 to Nyssa *		$8,944,000		$8,944,000
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2 *		$9,780,000		$9,780,000
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way *		$17,630,000		$17,630,000
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction *		$117,430,000		$117,430,000
22	23049	US26: E Salmon River Rd - E Lolo Pass Rd		$2,137,000		$2,137,000
20	23064	US26: Cedar Creek Bridge		$29,388,000		$29,388,000
18	23068	I-205: Clackamas River southbound bridge		$7,767,000		$7,767,000
36	23083	S Holly Lane: Abernethy Creek Bridge		$8,432,377	$965,123	$9,397,500
38	23084	SE Lusted Road: Sandy River Bridge		$2,273,489	$260,211	$2,533,700
14	23328	I-205 Abernethy Bridge, Ground Improvements		$50,000,000		$50,000,000
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024 *		$1,000,000		$1,000,000
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025 *		$1,000,000		$1,000,000
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026 *		$697,981		$697,981

** Project is listed in multiple counties.*

For more project funding information, view the project page.

Hood River County

Page	Key Number	Project Name	Prior STIP and House Bill 2017	24-27 Program Fed & State $	Funding from other Agencies	Total Programmed $
46	21683	I-84 (Westbound): Union Pacific Railroad bridge	$20,575,000	$50,000,000		$70,575,000
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023 *		$1,000,000		$1,000,000
110	22773	I-84: I-5 - Hood River *		$2,064,000		$2,064,000
120	22866	Portland Metro and surrounding areas signal upgrades *		$1,300,000		$1,300,000
121	22867	Portland Metro and Surrounding Areas Operations Upgrades *		$1,900,000		$1,900,000
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1 *		$19,600,000		$19,600,000
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2 *		$9,780,000		$9,780,000
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way *		$17,630,000		$17,630,000
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction *		$117,430,000		$117,430,000
48	23057	Evans Creek Culvert		$5,541,000		$5,541,000
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024 *		$1,000,000		$1,000,000
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025 *		$1,000,000		$1,000,000
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026 *		$697,981		$697,981

** Project is listed in multiple counties.*

For more project funding information, view the project page.

Multnomah County

Page	Key Number	Project Name	Prior STIP and House Bill 2017	24-27 Program Fed & State $	Funding from other Agencies	Total Programmed $
108	21371	I-5 and I-205: Regional Mobility Pricing *	$63,250,000	$198,360,000		$261,610,000
72	21709	OR120: Columbia Slough Bridge	$500,000	$17,000,000		$17,500,000
56	23410	I-84: NE Martin Luther King Jr Blvd - I-205		$1,871,000		$1,871,000
62	22603	I-405: Fremont Bridge (Willamette River) West Ramps	$11,759,000	$103,735,000		$115,494,000
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023 *		$1,000,000		$1,000,000
106	22719	I-5: Capitol Highway - OR217 *		$15,917,009		$15,917,009
66	22770	US30B: (N Lombard St) at Peninsula Crossing Trail		$3,625,000		$3,625,000
112	22772	I-205: Columbia River - SE 82nd Drive *		$3,163,000		$3,163,000
110	22773	I-84: I-5 - Hood River *		$2,064,000		$2,064,000
86	22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)		$2,008,800	$223,200	$2,232,000
76	22827	92nd Ave, E Burnside St and N Basin Ave (Portland)		$3,290,400	$365,600	$3,656,000
114	22829	Lake Oswego Signals Visibility Upgrades *		$1,611,000	$179,000	$1,790,000
78	22830	N Basin Ave: N Leverman St - N Emerson St (Portland)		$626,400	$69,600	$696,000
80	22831	SE Foster Rd: 101st Ave - 136th Ave		$1,576,800	$175,200	$1,752,000
82	22832	Gresham Pedestrian Improvements		$2,635,200	$292,800	$2,928,000
120	22866	Portland Metro and surrounding areas signal upgrades *		$1,300,000		$1,300,000
121	22867	Portland Metro and Surrounding Areas Operations Upgrades *		$1,900,000		$1,900,000
116	22869	US26 Active Traffic Management *		$3,159,613		$3,159,613
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1 *		$19,600,000		$19,600,000
64	22957	I-405: I-5 to N Kerby Ave		$894,000		$894,000
118	22983	US26: US101 to Nyssa *		$8,944,000		$8,944,000
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2 *		$9,780,000		$9,780,000
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way *		$17,630,000		$17,630,000
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction *		$117,430,000		$117,430,000
70	23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave		$4,240,000		$4,240,000
58	23065	I-84: Moffett Creek westbound bridge		$2,136,000		$2,136,000
54	23066	I-5: Northbound Interstate Bridge		$9,067,000	$9,067,000	$18,134,000
60	23067	I-205: Glenn Jackson Bridge (Columbia River)		$5,122,000	$5,122,000	$10,244,000
68	23090	US30B: NE Lombard St & NE Lombard Pl - NE 11th Ave		$1,882,000		$1,882,000
74	23112	OR213: 82nd Ave Improvements	$4,650,000	$13,400,000		$18,050,000
84	23293	NW Naito Parkway Rail Crossing (Portland)		$2,400,000		$2,400,000
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024 *		$1,000,000		$1,000,000
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025 *		$1,000,000		$1,000,000
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026 *		$697,981		$697,981

** Project is listed in multiple counties.*

For more project funding information, view the project page.

Washington County

Page	Key Number	Project Name	Prior STIP and House Bill 2017	24-27 Program Fed & State $	Funding from other Agencies	Total Programmed $
(N/A)	20435	OR99W: I-5 - McDonald St	$34,182,150	$6,665,000		$40,847,150
108	21371	I-5 and I-205: Regional Mobility Pricing *	$63,250,000	$198,360,000		$261,610,000
98	21880	Cornelius Pass Road: Rock Creek Bridge	$831,820	$4,476,181	$512,319	$5,820,320
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023 *		$1,000,000		$1,000,000
106	22719	I-5: Capitol Highway - OR217 *		$15,917,009		$15,917,009
100	22826	NE Cornell Rd at 17th Ave and 21st Ave		$2,082,600	$231,400	$2,314,000
92	22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St		$3,679,000		$3,679,000
120	22866	Portland Metro and surrounding areas signal upgrades *		$1,300,000		$1,300,000
121	22867	Portland Metro and Surrounding Areas Operations Upgrades *		$1,900,000		$1,900,000
116	22869	US26 Active Traffic Management *		$3,159,613		$3,159,613
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1 *		$19,600,000		$19,600,000
118	22983	US26: US101 to Nyssa *		$8,944,000		$8,944,000
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2 *		$9,780,000		$9,780,000
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way *		$17,630,000		$17,630,000
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction *		$117,430,000		$117,430,000
94	23050	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave		$7,073,000		$7,073,000
96	23052	OR141: Hall Blvd at SW Hemlock St		$2,868,000		$2,868,000
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024 *		$1,000,000		$1,000,000
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025 *		$1,000,000		$1,000,000
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026 *		$697,981		$697,981

** Project is listed in multiple counties.*

*** KN20435 is a 2021-2024 STIP project being funded in part with 2024-2027 STIP funds.*

For more project funding information, view the project page.

Project Lists by Program

Fix-It Programs

Fix-It programs fund projects that fix or preserve the state's transportation system, including bridges, pavement, culverts, traffic signals and others. ODOT uses data about the conditions of assets to choose the highest priority projects.

The Fix-It programs with a list of Region 1 projects and total funding allocations:

Operations		$22,108,613
Page	**KN**	**Project Name**
74	23112	OR213: 82nd Ave Improvements
92	22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St
26	22865	OR99E Canemah Rockfall Phase 2
28	22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd
N/A	20435	OR99W: I-5 - McDonald St **
121	22867	Portland Metro and Surrounding Areas Operations Upgrades
120	22866	Portland Metro and surrounding areas signal upgrades
116	22869	US26 Active Traffic Management

Operations Program projects improve safety and increase operational efficiencies on the state highway system. There are four sub-program areas in the Operations Program: Intelligent Transportation Systems; Signs, Signals and Illumination; Slides and Rockfalls; and Transportation Demand Management.

Preservation		$25,750,000
Page	**KN**	**Project Name**
74	23112	OR213: 82nd Ave Improvements
32	21598	OR224: SE 17th - Rusk Rd
N/A	20435	OR99W: I-5 - McDonald St **

Pavement Preservation Program projects improve the safety of the state highway system by improving conditions related to the roadway surface (ruts, slick surfaces, drainage problems, cracks and potholes) as well as funding a limited number of safety items like durable striping, guardrail, roadside obstacle removal and slope flattening. Project selection is driven by the Pavement Management System, which tracks pavement conditions.

Culverts		$5,514,000
Page	**KN**	**Project Name**
48	23057	Evans Creek Culvert

Culvert Program projects create, replace or enhance culverts to provide safe passage for fish or wildlife under Oregon roads and bridges.

Fix-It Programs (continued)

ODOT's **Bridge Program** identifies projects for funding that extend the service life of existing bridges, and, where that is not cost effective, bridge replacements. Typical bridge projects include: rehabilitation work like deck overlays, concrete repair, scour repair; safety upgrades like bridge rail replacements and screening; and preservation treatments like steel bridge painting to prevent corrosion of steel reinforcement. Bridge projects are selected based on condition information from the ODOT Bridge Management System and ODOT bridge engineers, along with input from Region Bridge Maintenance crews. Final project prioritization for OTC consideration is done by the Bridge Program Manager and Region Leadership.

Bridge		$269,273,661
Page	**KN**	**Project Name**
98	21880	Cornelius Pass Road: Rock Creek Bridge
18	23068	I-205: Clackamas River southbound bridge
60	23067	I-205: Glenn Jackson Bridge (Columbia River)
62	22603	I-405: Fremont Bridge (Willamette River) West Ramps
54	23066	I-5: Northbound Interstate Bridge
46	21683	I-84 (Westbound): Union Pacific Railroad bridge
58	23065	I-84: Moffett Creek westbound bridge
72	21709	OR120: Columbia Slough Bridge
32	21598	OR224: SE 17th - Rusk Rd
24	20472	OR99E: Clackamas River (McLoughlin) Bridge
36	23083	S Holly Lane: Abernethy Creek Bridge
38	23084	SE Lusted Road: Sandy River Bridge
20	23064	US26: Cedar Creek Bridge

The Interstate Maintenance Program provides funding for resurfacing, restoring, rehabilitating, and reconstructing most routes on the Interstate System. The program is similar to the Preservation program; however, funds in the program must be spent on the interstate system. A significant portion of the Region's Interstate Maintenance and Preservation projects are in urban areas where traffic conditions affect the hours available for construction and the mobilization of construction teams during off-peak hours. This in turn leads to higher costs for construction compared to projects in rural areas.

Interstate Maintenance		$1,871,000
Page	**KN**	**Project Name**
56	23410	I-84: NE Martin Luther King Jr Blvd - I-205

Projects are frequently funded with multiple programs. The cost listed represents the total funding per program, not the total cost for the projects. For total project funding, refer to the project page.

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Safety Programs

ODOT's **Safety Programs** are focused on reducing fatal and serious injury crashes on Oregon's roads through a data-driven approach.

All Roads Transportation Safety		$21,708,041
Page	**KN**	**Project Name**
76	22827	92nd Ave, E Burnside St and N Basin Ave (Portland)
82	22832	Gresham Pedestrian Improvements
112	22772	I-205: Columbia River - SE 82nd Drive
110	22773	I-84: I-5 - Hood River
114	22829	Lake Oswego Signals Visibility Upgrades
78	22830	N Basin Ave: N Leverman St - N Emerson St (Portland)
100	22826	NE Cornell Rd at 17th Ave and 21st Ave
74	23112	OR213: 82nd Ave Improvements
34	22771	OR224 at OR211 and SE Burnett Rd
30	22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St
86	22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)
80	22831	SE Foster Rd: 101st Ave - 136th Ave
40	22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)
66	22770	US30B: (N Lombard St) at Peninsula Crossing Trail

The **All Roads Transportation Safety (ARTS) Program** addresses safety needs on all public roads in Oregon. The principle and purpose of ARTS is to reduce fatal and serious injury crashes on all public roads; regardless of jurisdiction. ARTS projects are selected and prioritized using a data-driven approach incorporating crash data analysis, known risk factors and other data-supported methods to identify locations to achieve the most benefit with available funding.

Rail Safety		$4,282,000
Page	**KN**	**Project Name**
84	23293	NW Naito Parkway Rail Crossing (Portland)
68	23090	US30B: NE Lombard St & NE Lombard Pl - NE 11th Ave

The **Rail Safety Program** designates funds for highway grade crossing safety improvement projects to reduce the number of fatalities, injuries and crashes at public railway-highway grade crossings.

House Bill 2017		$3,697,981
Page	**KN**	**Project Name**
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026

House Bill 2017 Transportation Funding Package passed by the 2017 legislature created a number of new revenue sources for transportation. These new and increased taxes and fees fund improvements to our state's transportation system and strengthen Oregon's economy by reducing congestion, increasing transportation options and enhancing safety throughout the transportation system.

Public & Active Transportation Programs

The **Public and Active Transportation** category includes a variety of programs for public transportation, pedestrian and bicycle projects, Safe Routes to School (SRTS) education and infrastructure, and Transportation Options programs. ODOT also provides significant funding for public and active transportation in other funding categories, such as safety, local government and ADA accessibility programs.

Ped/Bike Strategic		$19,486,000
Page	**KN**	**Project Name**
94	23050	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave
30	22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St
70	23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave
N/A	20435	OR99W: I-5 - McDonald St **

The **Pedestrian and Bicycle Strategic Funding Program** addresses pedestrian and bicycle gaps on the state system such as missing sidewalks, bike lanes and crossings. Projects are prioritized at locations that provide an equity and safety benefit. Funds are also leveraged with other ODOT projects such as repaving or curb ramp replacement at high priority pedestrian or bicycle locations.

Safe Routes to School		$8,005,000
Page	**KN**	**Project Name**
74	23112	OR213: 82nd Ave Improvements *
96	23052	OR141: Hall Blvd at SW Hemlock St
22	23049	US26: E Salmon River Rd - E Lolo Pass Rd

The ODOT **Safe Routes to School construction program** provides funding to help reduce pedestrian and bicycle network gaps on ODOT roads within a mile of a school. "Safe Routes to School" refers to efforts that improve, educate, or encourage children safely walking (by foot or mobility device) or biking to school. Construction programs focus on making sure safe walking and biking routes exist through investments in crossings, and improvemenets such as sidewalks and bike lanes, flashing beacons and other such enhancements.

Enhance: Funding by Program

The **Enhance Highway Program** makes operational enhancements to state highways to improve the movement of people and goods in order to enhance the economy of Oregon. Enhance projects can include a wide range of investments like new lanes and interchange improvements.

Enhance Highway		$15,917,009
Page	**KN**	**Project Name**
106	22719	I-5: Capitol Highway - OR217

Projects are frequently funded with multiple programs. The cost listed represents the total funding per program, not the total cost for the projects. For total project funding, refer to the project page.

*** KN20435 is a 2021-2024 STIP project being funded in part with 2024-2027 STIP funds.*

Urban Mobility

ODOT's Urban Mobility Strategy is a cohesive approach to make everyday travel safer and more predictable in the Portland area by managing traffic with congestion pricing, reducing highway bottlenecks and making strategic multimodal transportation investments.

The Urban Mobility Strategy includes once-in-a-generation projects that aim to reduce congestion, update bridges and roads to withstand seismic events and generate a sustainable source of revenue to modernize and maintain the region's infrastructure.

Urban Mobility		$620,360,000
Page	**KN**	**Project Name**
14	23328	I-205 Abernethy Bridge, Ground Improvements
16	22862	I-205: I-5 to OR213, Phase 2
12	22507	I-205: OR213 - Stafford Rd variable rate tolling project
108	21371	I-5 and I-205: Regional Mobility Pricing

ADA Program

In 2017, ODOT began work to bring 25,000+ curb ramps into compliance with Americans with Disabilities Act (ADA) standards over the next fifteen years. People with disabilities and everyone who uses sidewalks along the state transportation system will benefit from upgrades to existing curb ramps and pedestrian signals, and new ADA-compliant curb ramps and pedestrian signals where there are none currently.

ADA		$164,440,000
Page	**KN**	**Project Name**
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way

Electric Vehicle Program

The Oregon Transportation Commission committed over $100 million to increase public EV charging infrastructure in Oregon. About two-thirds of the funding must be spent on EV charging infrastructure along Alternative Fuel Corridors (AFCs), as per guidance from the Federal Highway Administration. The funding is distributed under the federal National Electric Vehicle Infrastructure (NEVI) Formula Program. AFCs are roads approved by the FHWA on which states may use federal funding to build EV charging and other alternative fuel infrastructure. Oregon has 11 roads designated as electric corridors under the program: Interstates 5, 82, 84, 205 and 405; US Highways 20, 26, 95, 97 and 101; and OR Highway 42. ODOT may propose additional roads for designation over the next five years.

The remaining third of the money — $36 million — will be used to close EV infrastructure gaps beyond those seven corridors, with more charging sites in rural and urban areas and underserved communities, and at apartment complexes.

Electric Vehicle		$9,838,000
Page	**KN**	**Project Name**
64	22957	I-405: I-5 to N Kerby Ave
118	22983	US26: US101 to Nyssa

Projects are frequently funded with multiple programs. The cost listed represents the total funding per program, not the total cost for the projects. For total project funding, refer to the project page.

Project Lists by Key Number

Projects by Key Number

Page	Key Number	Project Name	Total Programmed $	County
N/A	20435	OR99W: I-5 - McDonald St **	$40,847,150	Washington County
24	20472	OR99E: Clackamas River (McLoughlin) Bridge	$14,360,000	Clackamas County
108	21371	I-5 and I-205: Regional Mobility Pricing	$261,610,000	Various/Multiple Counties
32	21598	OR224: SE 17th - Rusk Rd	$23,241,695	Clackamas County
46	21683	I-84 (Westbound): Union Pacific Railroad bridge	$70,575,000	Hood River County
72	21709	OR120: Columbia Slough Bridge	$17,500,000	Multnomah County
98	21880	Cornelius Pass Road: Rock Creek Bridge	$5,820,320	Washington County
12	22507	I-205: OR213 - Stafford Rd variable rate tolling project	$84,257,890	Clackamas County
62	22603	I-405: Fremont Bridge (Willamette River) West Ramps	$115,494,000	Multnomah County
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023	$1,000,000	Various/Multiple Counties
106	22719	I-5: Capitol Highway - OR217	$15,917,009	Various/Multiple Counties
66	22770	US30B: (N Lombard St) at Peninsula Crossing Trail	$3,625,000	Multnomah County
34	22771	OR224 at OR211 and SE Burnett Rd	$6,874,041	Clackamas County
112	22772	I-205: Columbia River - SE 82nd Drive	$3,163,000	Various/Multiple Counties
110	22773	I-84: I-5 - Hood River	$2,064,000	Various/Multiple Counties
86	22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	$2,232,000	Multnomah County
100	22826	NE Cornell Rd at 17th Ave and 21st Ave	$2,314,000	Washington County
76	22827	92nd Ave, E Burnside St and N Basin Ave (Portland)	$3,656,000	Multnomah County
40	22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	$2,010,000	Multnomah County
114	22829	Lake Oswego Signals Visibility Upgrades	$1,790,000	Various/Multiple Counties
78	22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	$696,000	Multnomah County
80	22831	SE Foster Rd: 101st Ave - 136th Ave	$1,752,000	Multnomah County
82	22832	Gresham Pedestrian Improvements	$2,928,000	Multnomah County
16	22862	I-205: I-5 to OR213, Phase 2	$315,000,000	Clackamas County
92	22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	$3,679,000	Washington County
28	22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	$4,068,000	Clackamas County
26	22865	OR99E Canemah Rockfall Phase 2	$4,002,000	Clackamas County
120	22866	Portland Metro and surrounding areas signal upgrades	$1,300,000	Various/Multiple Counties

*** KN20435 is a 2021-2024 STIP project being funded in part with 2024-2027 STIP funds.*

Projects by Key Number (continued)

Page	Key Number	Project Name	Total Programmed $	County
121	22867	Portland Metro and Surrounding Areas Operations Upgrades	$1,900,000	Various/Multiple Counties
116	22869	US26 Active Traffic Management	$3,159,613	Various/Multiple Counties
30	22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	$9,677,000	Clackamas County
64	22957	I-405: I-5 to N Kerby Ave	$894,000	Multnomah County
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1	$19,600,000	Various/Multiple Counties
118	22983	US26: US101 to Nyssa	$8,944,000	Various/Multiple Counties
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2	$9,780,000	Various/Multiple Counties
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way	$17,630,000	Various/Multiple Counties
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction	$117,430,000	Various/Multiple Counties
22	23049	US26: E Salmon River Rd - E Lolo Pass Rd	$2,137,000	Clackamas County
94	23050	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave	$7,073,000	Washington County
70	23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	$4,240,000	Multnomah County
96	23052	OR141: Hall Blvd at SW Hemlock St	$2,868,000	Washington County
48	23057	Evans Creek Culvert	$1,810,000	Hood River County
20	23064	US26: Cedar Creek Bridge	$29,388,000	Clackamas County
58	23065	I-84: Moffett Creek westbound bridge	$2,136,000	Multnomah County
54	23066	I-5: Northbound Interstate Bridge	$18,134,000	Multnomah County
60	23067	I-205: Glenn Jackson Bridge (Columbia River)	$10,244,000	Multnomah County
18	23068	I-205: Clackamas River southbound bridge	$7,767,000	Clackamas County
36	23083	S Holly Lane: Abernethy Creek Bridge	$9,397,500	Clackamas County
38	23084	SE Lusted Road: Sandy River Bridge	$2,533,700	Clackamas County
68	23090	US30B: NE Lombard St & NE Lombard Pl - NE 11th Ave	$1,882,000	Multnomah County
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024	$1,000,000	Various/Multiple Counties
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025	$1,000,000	Various/Multiple Counties
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026	$697,981	Various/Multiple Counties
74	23112	OR213: 82nd Ave Improvements	$18,050,000	Multnomah County
84	23293	NW Naito Parkway Rail Crossing (Portland)	$2,400,000	Multnomah County
14	23328	I-205 Abernethy Bridge, Ground Improvements	$50,000,000	Clackamas County
56	23410	I-84: NE Martin Luther King Jr Blvd - I-205	$1,871,000	Multnomah County

Project Lists by Name

Projects by Name

Page	Key Number	Project Name	Total Programmed $	County
76	22827	92nd Ave, E Burnside St and N Basin Ave (Portland)	$3,656,000	Multnomah County
98	21880	Cornelius Pass Road: Rock Creek Bridge	$5,820,320	Washington County
48	23057	Evans Creek Culvert	$1,810,000	Hood River County
82	22832	Gresham Pedestrian Improvements	$2,928,000	Multnomah County
18	23068	I-205: Clackamas River southbound bridge	$7,767,000	Clackamas County
112	22772	I-205: Columbia River - SE 82nd Drive	$3,163,000	Various/Multiple Counties
60	23067	I-205: Glenn Jackson Bridge (Columbia River)	$10,244,000	Multnomah County
14	23328	I-205 Abernethy Bridge, Ground Improvements	$50,000,000	Clackamas County
16	22862	I-205: I-5 to OR213, Phase 2	$315,000,000	Clackamas County
12	22507	I-205: OR213 - Stafford Rd variable rate tolling project	$84,257,890	Clackamas County
62	22603	I-405: Fremont Bridge (Willamette River) West Ramps	$115,494,000	Multnomah County
64	22957	I-405: I-5 to N Kerby Ave	$894,000	Multnomah County
108	21371	I-5 and I-205: Regional Mobility Pricing	$261,610,000	Various/Multiple Counties
106	22719	I-5: Capitol Highway - OR217	$15,917,009	Various/Multiple Counties
54	23066	I-5: Northbound Interstate Bridge	$18,134,000	Multnomah County
46	21683	I-84 (Westbound): Union Pacific Railroad bridge	$70,575,000	Hood River County
110	22773	I-84: I-5 - Hood River	$2,064,000	Various/Multiple Counties
58	23065	I-84: Moffett Creek westbound bridge	$2,136,000	Multnomah County
56	23410	I-84: NE Martin Luther King Jr Blvd - I-205	$1,871,000	Multnomah County
114	22829	Lake Oswego Signals Visibility Upgrades	$1,790,000	Various/Multiple Counties
78	22830	N Basin Ave: N Leverman St - N Emerson St (Portland)	$696,000	Multnomah County
100	22826	NE Cornell Rd at 17th Ave and 21st Ave	$2,314,000	Washington County
84	23293	NW Naito Parkway Rail Crossing (Portland)	$2,400,000	Multnomah County
72	21709	OR120: Columbia Slough Bridge	$17,500,000	Multnomah County
96	23052	OR141: Hall Blvd at SW Hemlock St	$2,868,000	Washington County
74	23112	OR213: 82nd Ave Improvements	$18,050,000	Multnomah County
34	22771	OR224 at OR211 and SE Burnett Rd	$6,874,041	Clackamas County
32	21598	OR224: SE 17th - Rusk Rd	$23,241,695	Clackamas County

Projects by Name (continued)

Page	Key Number	Project Name	Total Programmed $	County
92	22863	OR8: Tualatin Valley Hwy/SE 10th Ave at SE Walnut St	$3,679,000	Washington County
94	23050	OR8: Tualatin Valley Hwy at SW142nd & 214th Ave	$7,073,000	Washington County
26	22865	OR99E Canemah Rockfall Phase 2	$4,002,000	Clackamas County
30	22953	OR99E: (SE Mcloughlin Blvd) SE Risley Ave - W Gloucester St	$9,677,000	Clackamas County
24	20472	OR99E: Clackamas River (McLoughlin) Bridge	$14,360,000	Clackamas County
28	22864	OR99E: McLoughlin Blvd at W Arlington St and River Rd	$4,068,000	Clackamas County
70	23051	OR99W: (Barbur Blvd) SW 26th Way - SW 26th Ave	$4,240,000	Multnomah County
N/A	20435	OR99W: I-5 - McDonald St **	$40,847,150	Washington County
119	22613	Portland Metro and Surrounding Area Safety Reserve 2023	$1,000,000	Various/Multiple Counties
119	23106	Portland Metro and Surrounding Area Safety Reserve 2024	$1,000,000	Various/Multiple Counties
119	23107	Portland Metro and Surrounding Area Safety Reserve 2025	$1,000,000	Various/Multiple Counties
119	23108	Portland Metro and Surrounding Area Safety Reserve 2026	$697,981	Various/Multiple Counties
121	22867	Portland Metro and Surrounding Areas Operations Upgrades	$1,900,000	Various/Multiple Counties
120	22866	Portland Metro and surrounding areas signal upgrades	$1,300,000	Various/Multiple Counties
122	23043	Portland Metro area 2024-2027 ADA curb ramp construction	$117,430,000	Various/Multiple Counties
122	22978	Portland Metro area 2024-2027 ADA curb ramp design, phase 1	$19,600,000	Various/Multiple Counties
122	22990	Portland Metro area 2024-2027 ADA curb ramp design, phase 2	$9,780,000	Various/Multiple Counties
122	23038	Portland Metro area 2024-2027 ADA curb ramp right of way	$17,630,000	Various/Multiple Counties
36	23083	S Holly Lane: Abernethy Creek Bridge	$9,397,500	Clackamas County
86	22825	SE Cesar Chavez Blvd: Lafayette Ct - Schiller St (Portland)	$2,232,000	Multnomah County
80	22831	SE Foster Rd: 101st Ave - 136th Ave	$1,752,000	Multnomah County
38	23084	SE Lusted Road: Sandy River Bridge	$2,533,700	Clackamas County
40	22828	SE Sunnyside Rd: 132nd Ave - 172nd Ave (Clackamas)	$2,010,000	Multnomah County
116	22869	US26 Active Traffic Management	$3,159,613	Various/Multiple Counties
20	23064	US26: Cedar Creek Bridge	$29,388,000	Clackamas County
22	23049	US26: E Salmon River Rd - E Lolo Pass Rd	$2,137,000	Clackamas County
118	22983	US26: US101 to Nyssa	$8,944,000	Various/Multiple Counties
66	22770	US30B: (N Lombard St) at Peninsula Crossing Trail	$3,625,000	Multnomah County
68	23090	US30B: NE Lombard St & NE Lombard Pl - NE 11th Ave	$1,882,000	Multnomah County

*** KN20435 is a 2021-2024 STIP project being funded in part with 2024-2027 STIP funds.*