Project Description
Repaves US26 (Sunset Highway) between NW Glencoe Road and NW Cornelius Pass Road and resurfaces bridge decks, or surfaces.

Anticipated Benefits
- Eliminated ruts and a smoother ride for travelers with new pavement.
- Resurfaced bridge decks, or surfaces, extend the lifespan of the structure, smooth the ride for travelers and ensure the travel surface does not rapidly deteriorate.

Purpose And Need
This section of highway experiences heavy traffic and the pavement is showing signs of wear and rutting since it was last paved in 2009. Repaving the highway will extend its lifespan and smooth out the ride for travelers.

Proposed Solutions
- Repave the highway and resurface the bridge decks, or surfaces.

Cost
- Pavement Preservation: $12,693,720
- Bridge: $105,480
- Estimated Total Cost: $12,799,200

Existing driving conditions on US26 between North Plains and Hillsboro.

Repaves US26 (Sunset Highway) between NW Glencoe Road and NW Cornelius Pass Road.

Project location on US26 between North Plains and Hillsboro.

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
Project Description
Repaves US26 (Sunset Highway) and some ramps, installs High Friction Surface Treatment, or HFST, on the ramp from Oregon 217 (Beaverton-Tigard Highway) to westbound US26 and conducts maintenance on the structure over OR217. Some project funding comes from the 2018-2021 STIP.

Purpose And Need
There were 48 crashes on the ramp from OR217 to US26 between 2011 and 2015 resulting from drivers losing control on wet conditions. This project will add skid resistance to help decrease crashes and improve safety. It was also repave US26 where pavement is deteriorating.

Proposed Solutions
• Repave US26 and some ramps.
• Apply HFST on the ramp from OR217 to US26 westbound. HFST is a thin layer of small man-made gravel that is placed on the road using a very strong type of glue and improves skid resistance, including on curved roads in wet and slick conditions.

Anticipated Benefits
• A smoothed out ride for travelers with new pavement on US26 and some ramps.
• Increased safety for travelers using the ramp from OR217 to US26 westbound with the installation of HFST, which will increase skid resistance and decrease crashes.

Cost
2018-2021 STIP
Pavement Preservation
High Friction Surface Treatment
Bridge
Estimated Total Cost
$1,200,000
$6,978,672
$553,378
$1,860,000
$10,592,050

www.Oregon.gov/ODOT/STIP
Draft 2021-2024 Oregon Statewide Transportation Improvement Program
Project Description

Replaces the outdated traffic signal at the intersection of Oregon 8 (also known as Baseline Street/SW Oak/Pacific Avenue) and Main Street. Installs enhanced pedestrian crossings at the SW Oak/Armco Avenue, Pacific Avenue/A&B Row and 174th Avenue intersections.

Purpose And Need

The signal at the Main Street intersection is outdated and nearing the end of its useful life. Replacing the signal will improve the operations and safety of the intersection. The enhanced crossings will increase visibility of users and fill gaps in the sidewalk along OR8, increasing safety and accessibility.

Proposed Solutions

- Replace the entire traffic signal at Main Street.
- Install enhanced crossings at SW Oak and Armco Avenue, Pacific Avenue and A&B Row and 174th Avenue intersections.
- Install sidewalks on SW Baseline in Hillsboro.

Anticipated Benefits

- Improved intersection safety and signal operation.
- Increased pedestrian safety with enhanced crosswalks, sidewalks and improved access to businesses and transit.

Cost

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Operations</td>
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<td>Safety leverage</td>
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<td>Estimated Total Cost</td>
<td>$5,189,285</td>
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</table>

Locations of a new traffic signal at OR8 and Main St. and enhanced crossing at OR8 and SW Armco Ave.

Existing conditions of the traffic signal at the intersection of Baseline St. and Main St. in Hillsboro.
Project Description
Installs fiber optic cable on Oregon 8 (Tualatin Valley Highway) in sections where currently no communications infrastructure exists and replaces existing cellular communications equipment and copper communications cable.

Purpose And Need
In some areas, communications equipment does not exist or is outdated with limited functionality. New fiber optic cable will provide high bandwidth and increased capacity, allowing for connection with Intelligent Transportation infrastructure and real-time highway performance monitoring.

Proposed Solutions
• Install fiber optic cable where gaps exist in this section of highway.

Anticipated Benefits
• Increased capacity and compatibility with Intelligent Transportation infrastructure.
• Improved response time to traffic issues such as vehicle queuing with real-time highway monitoring.

Cost
| Operations             | $535,124 |
| State Highway Leverage | $3,392,039 |
| Estimated Total Cost   | $3,927,163 |

www.Oregon.gov/ODOT/STIP
Draft 2021-2024 Oregon Statewide Transportation Improvement Program
OR99W: Rock Creek Bridge
ODOT - Washington County

Project Description
Installs a new bridge rail on the Oregon 99W (Pacific Highway West) bridge over Rock Creek to meet current safety standards.

Purpose And Need
The existing bridge rail does not meet current standards. Replacing the bridge rail will increase safety on this section of highway.

Proposed Solutions
• Install a new bridge rail on the north side of the structure that meets current safety standards and strengthen the bridge overhang.

Anticipated Benefits
• Increased safety for travelers by replacing the bridge rail with one that meets current standards.

Cost
<table>
<thead>
<tr>
<th>Item</th>
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<tbody>
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<td>Bridge</td>
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<td>$763,184</td>
</tr>
</tbody>
</table>

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

ODOT - Washington County
OR99W: Rock Creek Bridge
The OR99W bridge over Rock Creek.

www.Oregon.gov/ODOT/STIP Draft 2021-2024 Oregon Statewide Transportation Improvement Program
**Project Description**

Replaces the surface and joints of the northbound OR99W bridge over the Tualatin River to extend the bridge’s lifespan and improve safety. Some project funding comes from the 2018-2021 STIP.

**Purpose And Need**

The bridge deck, or surface, is worn and has rutting as a result of high vehicle volumes. The bridge is on a freight route and provides a critical link in our road system. This project will perform needed maintenance on the bridge.

**Proposed Solutions**

- Replace the bridge surface and joints.

**Anticipated Benefits**

- Extended life of the structure, eliminated rutting and wear, improved safety and a smoothed out ride for travelers. The 2021-2024 STIP provides construction funding.

**Cost**

<table>
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<tr>
<th>2018-2021 STIP</th>
<th>$1,500,000</th>
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<td>Estimated Total Cost</td>
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</table>

*Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community*
Project Description

Constructs an auxiliary lane, or ramp-to-ramp connection, on Oregon 217 in both directions. Paves the road, makes repairs to several bridges/overcrossings and adds sidewalks and bike lanes on the Oregon 141 (Hall Boulevard) overcrossing. The Hall Boulevard improvements are funded in this STIP.

Purpose And Need

This section of OR217 has some of the shortest merging spacing in the region. The interchange spacing, combined with 100,000 vehicles a day, leads to high crash rates and travel delays. This project will help minimize bottlenecks and improve safety, including improved safety for Hall Boulevard pedestrian and cyclist users.

Proposed Solutions

- Design and construct an auxiliary lane in each direction.
- Pave OR217 and replace bridge joints.
- Update and repair structures, including protective screening.
- Install sidewalks and bike lanes on Hall Boulevard.

Anticipated Benefits

- Improved safety and accessibility for users on the Hall Boulevard overcrossing with new sidewalks and bike lanes that will fill a gap in the system (2021-24 STIP funded).
- Improved safety with auxiliary lanes that provide more time to merge, reduce conflict, improve traffic reliability and allow for a more stable flow of traffic at interchanges (funded previously).
- Improved safety and extended lifespan of structures with repairs to bridges and overcrossings (funded previously).

Cost

<table>
<thead>
<tr>
<th>Year</th>
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<tbody>
<tr>
<td>2018-2021 STIP</td>
<td>$28,953,652</td>
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<td>Oregon House Bill 2017</td>
<td>$91,200,000</td>
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</table>

This section of OR217 has some of the shortest merging spacing in the region. The interchange spacing, combined with 100,000 vehicles a day, leads to high crash rates and travel delays. This project will help minimize bottlenecks and improve safety, including improved safety for Hall Boulevard pedestrian and cyclist users.
Cornelius Pass Road: Rock Creek Bridge (Design Only)

Washington County

Project Description
Design for a future construction project to replace the deteriorating Cornelius Pass Road bridge over Rock Creek. Some project funding is from Washington County.

Purpose And Need
The Cornelius Pass Road Bridge over Rock Creek (between Germantown Road and the county line) was constructed in 1946 and has narrow lane and shoulders. The aging bridge does not serve current or future traffic demands and may need to be load rated in the future.

Proposed Solutions
• Determine design to replace the existing three-span bridge with a wider, single-span bridge with two travel lanes and wide shoulders for cyclist and pedestrian use.
• Determine construction staging and traffic control.

Anticipated Benefits
• Increased safety for pedestrians and cyclists with a wide shoulder.
• Increased lifespan, functionality and safety by replacing the structure and widening the bridge and narrow travel lanes.

Cost
Bridge: $746,392
Washington County: $85,428
Estimated Total Cost: $831,820

www.Oregon.gov/ODOT/STIP
Draft 2021-2024 Oregon Statewide Transportation Improvement Program
Pedestrian & Bike Improvements (Beaverton)

Purpose And Need

Five intersections in Beaverton accounted for 12 bicycle or pedestrian crashes from 2011 to 2015 with 2 serious injuries, 6 moderate injuries and 4 minor injuries. Improvements will increase safety for pedestrians and cyclists.

Proposed Solutions

- Install illumination, pedestrian and bicycle signal timing improvements, green bicycle conflict markings and advanced pedestrian or bicyclist warning signs as appropriate.

Anticipated Benefits

- Increased safety for cyclists and pedestrians with:
  - Illumination at SW Cedar Hills Boulevard and SW Fairfield Street, SW Farmington Road and SW Watson Avenue, SW Nora/Beard Road and SW 155th Avenue.
  - Pedestrian and bicycle signal timing improvements along Cedar Hills Boulevard at SW Fairfield Street, SW Millikan Way, SW Farmington Road, SW Watson Avenue, SW Hart Road and SW 155th Avenue.
  - Advanced pedestrian or cyclist warning signs at SW Nora/Beard Road and SW 155th Avenue.

Cost

- All Roads Transportation Safety: $691,796
- City of Beaverton: $68,962
- Estimated Total Cost: $760,758

Project Description

Installs lighting, pedestrian signal modifications, green conflict markings and advance warning signs to improve safety for pedestrians and bicycle riders. Some project funding comes from the City of Beaverton.
NW West Union Rd at Neakahnie Ave (Washington County) 21632

Washington County

Project Description

Widens NW West Union Road at NW Neakahnie Avenue and installs a left turn lane that allows through traffic to keep moving and gives turning vehicle drivers more time to evaluate turns.

Anticipated Benefits

• Improved safety and reduced crashes by separating left turning and through vehicles, providing turning vehicles more time to make decisions, and reducing through traffic backups.

Purpose And Need

This intersection is a high crash site with 10 crashes between 2011 and 2015. Crashes result from left turning vehicles blocking the travel lane, causing congestion or turning without adequate room, and drivers attempting to pass on the shoulder. Improvements will increase safety and reduce backups caused by left turning vehicles.

Proposed Solutions

• Widens NW West Union Road at NW Neakahnie Avenue to install a left turn lane from westbound Union Road onto Neakahnie Avenue.

Cost

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
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<tbody>
<tr>
<td>All Roads Transportation Safety</td>
<td>$998,992</td>
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<td>Washington County</td>
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<td>Estimated Total Cost</td>
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</tbody>
</table>

Existing travel conditions on NW West Union Road approaching NW Neakahnie Avenue:

New travel conditions on NW West Union Road at NW Neakahnie Avenue in Washington County.
**Washington County Safety, Bike and Pedestrian Improvements**

**ODOT - Washington County**

**Project Description**
Upgrades traffic signals, lighting, signs, striping and vehicle-detecting intersection ahead warning lights at various locations on Oregon 8/Oregon 47 (Tualatin Valley Highway) and sections of Oregon 219 (Hillsboro-Silverton Highway) and Oregon 10 (Farmington Road).

**Anticipated Benefits**
- Improved safety for bicyclists at intersections by separating bicycle and vehicle traffic with buffered bike lanes and green conflict markings.
- Reduced conflict between vehicles and pedestrians and improved safety with signals, lighting, warning signs, stops signs and markings.
- Increased safety and pedestrian visibility, especially at night, with an enhanced pedestrian crossing.

**Purpose And Need**
There have been a high number of vehicle crashes on the OR8 and OR47 corridors and sections of the OR219 and OR10 corridors including pedestrian and bicycle involved crashes. The most frequent type of crashes are rear-end or as a result of turning, with many incidents occurring when it is dark.

**Proposed Solutions**
- Upgrade traffic signals, lighting, signs, striping and intersection ahead warning lights at various locations.
- Enhanced crossing at the intersection of Farmington Road and 195th Avenue.

**Cost**
- All Roads Transportation Safety: $2,873,572
- Safety Leverage: $799,359
- Estimated Total Cost: $3,672,931

**An example of bike lanes and green conflict markings.**

There have been a high number of vehicle crashes on the OR8 and OR47 corridors and sections of the OR219 and OR10 corridors including pedestrian and bicycle involved crashes. The most frequent types of crashes are rear-end or as a result of turning, with many incidents occurring when it is dark.

**Upgrades traffic signals, lighting, signs, striping and vehicle-detecting intersection ahead warning lights at various locations on Oregon 8/Oregon 47 (Tualatin Valley Highway) and sections of Oregon 219 (Hillsboro-Silverton Highway) and Oregon 10 (Farmington Road).**
Additional projects in Washington County:

- OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave (21616)
- Portland Metro and Surrounding Areas Traffic Monitoring and Control (21600)
- Portland Metro and Surrounding Areas Variable Message Signs (21601)
- Portland Metro and Surrounding Areas Traffic Signal Upgrades (21603)
- Portland Metro and Surrounding Areas Traffic Pavement Marking (21604)
- Portland Metro and Surrounding Areas Signal Detection (21605)
- Portland Metro and Surrounding Areas Traffic Monitoring (21609)
- Portland Metro and Surrounding Areas Rockfall Mitigation (21610)
- Portland Metro and Surrounding Areas Operations (21611)
- Portland Metro and Surrounding Areas Audible Crosswalk Signals (21618)
- Portland Metro and Surrounding Areas Safety Reserve (21715)

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