



Oregon

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Department of Transportation

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The Honorable Senator Richard Devlin,
Co-Chair
Oregon State Representative
900 Court St. NE, S-211
Salem, OR 97301

The Honorable Representative Peter Buckley,
Co-Chair
Oregon State Representative
900 Court St. NE, H-272
Salem, OR 97301

Dear Co-Chairpersons:

Nature of the Request

ODOT requests the Joint Committee on Ways and Means receive a report on highway and corridor feasibility studies in response to a budget note from the 2013 Legislative Session. The budget note states:

The Department is directed to develop a comprehensive report on highway and corridor feasibility studies that have been completed over the last 10 years and what actions the studies generated. Of particular interest are studies that address east-west corridors across the state.

Agency Action

ODOT has a transportation system planning program that sets the long-term (20-years) direction for how to provide best for the efficient movement of people and goods. At the highest level of detail is the Oregon Transportation Plan (OTP) that sets the vision and policy direction for how the system should perform. More specific policies are articulated in topic and mode plans such as the Oregon Highway Plan (OHP). This level of planning provides more specific policy direction that addresses highway-specific issues. The plan identifies a roadway network and performance expectation to achieve the vision and objectives of the transportation system. Roadways owned and managed by the state are in a classification system based on their importance in serving the present and future needs of the traveling public.

ODOT also develops more detailed plans at a facility or specific location. These plans are produced in concert with local governments and affected stakeholders to identify the best transportation solutions for a specific corridor or segment of roadway. These plans involve in-depth data gathering and modeling of transportation needs and actions that lead to appropriate improvements and management actions to identify the best choices and cost effective solution to meet those needs. The Oregon Transportation Commission sometimes adopts these plans as refinements to the OHP and are required steps to provide guidance and get funding authorization for specific highway projects.

Considerable thought, energy and analysis goes into the development of these transportation plans with important and critical agreements and assistance obtained from our partners in local governments and transportation stakeholders, including the business community. The need for road improvements is analyzed and weighed against the cost of improving and maintaining the established system. Priorities are carefully established to help assure that the decisions for investments are sound and accomplish the

desired performance for the system. Not all corridors or roadway segments have the benefit of having facility plans developed for them. ODOT works with Area Commissions on Transportation and other stakeholders to identify priorities for needed improvements on key routes and locations to use effectively the limited planning resources of the agency. The five ODOT regions have developed corridor and highway segment plans since the mid- 1990s, and identified useful strategies for how to improve and manage the facilities long-term.

In 2002 the Oregon Transportation Commission (OTC) recognized the need to manage and protect one of the most significant investments in the highway infrastructure -- interchanges. The commission directed the agency to develop plans for all new interchanges and those that are under significant improvement. This direction essentially focused significant portions of the agency's planning program toward key interchange locations. These plans have been done in partnership with local government and have resulted in better predictability on how planned transportation facilities and local development identified in comprehensive plans can remain in balance into the future.

Over the last 10 years ODOT has completed, and the OTC has adopted 43 highway-related facility plans. The plans identify long-term management and improvement strategies and actions to address the highest priority problem areas with the most appropriate set of solutions. Most of these plans establish how to manage the future function of specific interchanges throughout the state, and others identify best management techniques for segments of highways on which the most pressing problems have been identified. It is important to note that these plans are long-range plans over a 20-year or more period, and actions and elements are meant to be implemented over time.

ODOT has not completed an east-west corridor plan since 2004, although a corridor plan for a 16-mile segment of OR 140 is being finalized. Rather than focus on developing plans or studies on the east-west corridors across the state, the agency is continually working in concert with cities and counties to prepare Transportation System Plans that include state facilities.

Attached is a table that lists the facility plans that the OTC has adopted as amendments to the OHP in the last 10 years. It identifies the plan area, the objective of the plans and what implementing actions have been achieved to date.

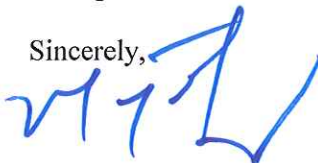
Action Requested

ODOT requests the Joint Committee on Ways and Means accept this report.

Legislation Affected

No legislation is affected by the report.

Sincerely,



Matthew L. Garrett
Director

ODOT Adopted Facility Plans - 7/2004 to 7/2013

Listed in decending chronological order of adoption

Plan Name - Active links to plan documents or websites	Date Adopted	ODOT Region	Highway Number and Location	Plan Objectives and Actions	Status of Improvements and Actions
OR 66 Greensprings Interchange Area Management Plan (IAMP)	4/17/2013	4	OR 66 - Klamath Falls	Plan for long-range improvements to facilitate freight operation and address safety issues.	Improvements will be made over time as funds become available.
OR 126 Fern Ridge Corridor Plan	4/17/2013	2	OR 126 - Eugene	A long-range plan to identify the present and future functional needs for the corridor between the cities of Eugene and Veneta and identify multi-modal options for improving the safety and efficiency of the corridor.	Improvements will be made over time as funds become available.
Coburg IAMP	2/21/2013	2	I-5 - Coburg	Interchange plan to improve safety and operation with emphasis on improving access to industrial sites in the city.	Improvements to interchange and local street system have been completed.
I-5 Broadway Weidler Facility Plan	12/19/2012	1	I-5 - Portland	Plan to improve safety and operations on I-5 in the vicinity of the Broadway/Weidler interchange.	Improvements will be made over time as funds become available.
US-26 Brookwood Pkwy - Helvetia Rd. IAMP	10/17/2012	1	US 26 - Hillsboro	ODOT worked with the city of Hillsboro and Washington County to develop a plan to protect the long-term function of the interchange and identify needed improvements.	Improvements and access management implementation will occur as thresholds are reached and funds become available.
Umatilla I-82/US-730 IAMP	5/12/2012	5	I-82 at US 730 in Umatilla	The IAMP identifies land use management strategies, short-term and long-term transportation improvements, access management goals, and strategies to fund identified improvements.	Improvements and access management implementation will occur as thresholds are reached and funds become available.
Port of Morrow IAMP	4/19/2012	5	I-84 Port access Exit 165	Plan to improve access and minimize conflicts with freight movement to the Port of Morrow.	Improvements and access management implementation will occur as thresholds are reached and funds become available.
I-84/US 730 IAMP	4/19/2012	5	I-84 Exit 168	Interchange plan that identifies improvements to the two interchanges east of Boardman and the local road system and manage access to the Port of Morrow from I-84 and US 730.	Improvements and access management implementation will occur as thresholds are reached and funds become available.
Hood River IAMP	3/21/2012	1	I-84 at Hood River	The plan identifies how the land use and transportation system in the area will function into the future. It identifies improvements that can accommodate future growth expectations while protecting the long-term function of the interchange.	Improvements will be made over time as funds become available.

ODOT Adopted Facility Plans - 7/2004 to 7/2013

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Pendleton IAMP	11/16/2011	5	I-84 at US 395 in Pendleton	The IAMP identifies land use management strategies, short-, medium-, and long-term transportation improvements, access management plans, and strategies to fund identified improvements.	Improvements and access management implementation will occur as thresholds are reached and funds become available. City has completed local road improvements to augment the plan.
I-5 at Exit 19 IAMP	11/16/2011	3	I-5 at Ashland	The plan assesses existing and potential land use and transportation conditions, opportunities and limitations, identify long-range needs, and identify recommended improvements to the North Ashland Interchange.	Improvements have been completed.
Troutdale IAMP	6/20/2011	1	I-84 at Troutdale	Interchange plan to establish how best to accommodate future freight movement and industrial lands development in Troutdale and the Port of Portland.	Interchange improvements are underway.
Sunrise Corridor IAMPs	5/18/2011	1	OR 212 & 224	ODOT worked with Clackamas Co., City of Happy Valley and Damascus to develop the IAMPs to protect the function of the three interchanges along the corridor and identify needed improvements.	Implementation actions are being designed through current improvement project.
I-5 Exit 129 Douglas County IAMP	4/20/2011	3	I-5 at Del Rio Rd. Roseburg	The IAMP recommends operational and physical improvements and access management to provide efficient operation of the interchange and accommodate planned local land uses.	Improvements have been completed.
Springwater IAMP	4/20/2011	1	US 26 - Gresham	The IAMP was prepared in coordination with the City of Gresham, Multnomah and Clackamas Counties and the City of Damascus. ODOT worked with these partners to develop the IAMP to protect the function of the interchange and identify needed improvements.	Evaluating phased Improvements as funds become available.
Fern Valley I-5 Exit 24 IAMP	3/11/2012	3	I-5 at Phoenix	A plan to replace the Fern Valley Interchange in order to reduce congestion and improve operational conditions at the I-5 interchange with Fern Valley Road, on Fern Valley Road within the City of Phoenix Urban Growth Boundary, and on nearby OR 99.	Construction of new interchange to commence in 2014. Management actions completed by local governments to protect future function of interchange and supporting local road system.
Glencoe IAMP	12/15/2010	1	US 26 North Plains	Plan for improvements to address congestion and establish balance with comprehensive plan for North Plains and vicinity.	Implementation actions are completed.

ODOT Adopted Facility Plans - 7/2004 to 7/2013

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Staleys Junction IAMP	11/9/2010	1	US 26 at OR 47 Washington County	Plan to replace an intersection with a grade separated interchange and manage access to highway to improve safety in a rural high speed area.	Improvements and management actions will be implemented over time as funds become available. Short term safety improvements are being completed.
Sellwood Interchange Area Management Plan (IAMP)	5/13/2010	1	OR 43 SW Macadam Ave.	Plan to reconstruct interchange of OR 43 and Sellwood Bridge. Redesign part of bridge project.	Bridge and interchange reconstruction is underway.
OR22 Expressway Management Plan	4/21/2010	2	OR 22 Willimina-Salem Hwy. Derry Overcrossing to Doaks Ferry Road	The purpose of the Plan was to assess traffic and safety problems within the study area and identify potential solutions to these problems.	Project in design phase by Polk County to realign Doaks Ferry Rd. Local road system being designed to improve operation around intersection with OR 51 where future interchange proposed.
I-84 - Chenoweth IAMP	3/11/2010	4	I-84 at River Road - The Dalles	Plan for improvements and management actions to protect the long-term function of the interchange and local roads in vicinity. Identified balance between development proposed with roadway capacity and safety.	Local roadway improvements and access management actions pending future development.
I-5 - Wilsonville IAMP	1/14/2010	1	I-5 at Wilsonville Rd.	Plan identifies improvements and management actions to address safety and access to businesses in city.	Improvements to interchange and local street system have been completed.
Boardman IAMP	12/16/2009	5	I-84 at Boardman Exit 164	Plan identifies improvements and management actions to address safety and access to businesses in city.	Improvements to interchange ramps and access management actions will be completed as thresholds are reached and funds become available. City has completed minor improvements on South Main St.
I-5 Interchange 136 IAMP	5/20/2009	3	I-5 at Sutherlin	Interchange plan to improve safety and operation.	Minor improvements to bridge are being made and local governments have adopted management actions to improve operation of interchange.
I-5 Interchanges 119 and 120 IAMP	5/20/2009	3	I-5 at Green District	Plan for interconnected interchanges to improve safety, operation and structural deficiencies.	Improvements will be made over time as funds become available.
I-5 Keubler Blvd. IAMP	2/18/2009	2	I-5 at Keubler Blvd. - Salem	Plan to establish balance between proposed development needs and roadway capacity limits.	Improvements and land use management mechanisms currently in STIP.
Mill City OR22 Access Management Plan	6/20/2008	2	OR 22 Santiam Hwy. - Mill City	Access management plan to identify strategy to improve safety and mobility long-term.	Improvement and management actions will be implemented over time as funds become available.
US 730 Irrigon to Umatilla Corridor Refinement Plan	4/23/2008	5	US 730 - Irrigon	Facility plan to address long-term safety and mobility issues on significant freight route.	Improvements and management actions will be implemented over time as funds become available.
Rickreall Jct Facility Plan and IAMP OR22 99W and 223	2/8/2008	2	OR 22 Salem-Willamina Hwy. at OR 99W	Plan to construct new interchange separating two statewide highways.	Interchange built and management actions established in design of facilities and incorporated in local plans and ordinances.

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South Medford Interchange	12/12/2007	3	I-5 - Medford	Plan for constructing new interchange that serves the long-term growth in community activities.	New interchange constructed with supporting local street system and land use management established by city.
Fort Hill IAMP	11/29/2007	2	OR 22 - Ft. Hill	Plan for constructing new interchange to address safety and congestion issues.	New interchange constructed.
I-84 Exit 202 Barnhart Rd IAMP	8/16/2007	5	I-84 - Pendleton	Plan for improvements and management actions to protect the long-term function of the interchange and accommodate future connection between I-84 and Pendleton Airport.	Airport connector and other local road improvements have been completed. Access management and other managements actions have been incorporated into local plans and ordinances.
I-5 Exit 123 Fairgrounds IAMP	7/18/2007	3	I-5 - Roseburg	Interchange plan to improve safety and operation.	Improvements will be made over time as funds become available.
I-5 IAMP - Exits 103 Pruner Rd 106 Weaver Rd 108 Myrtle Creek	7/18/2007	3	I-5 - Riddle to Myrtle Creek	Plan to improve deficient design and operational elements of three interconnected interchanges.	Improvements are being made as funds become available.
Stanfield Echo Access Management Plan	3/22/2007	5	I-84 - Stanfield	Access management plan to identify strategy to improve safety and mobility long-term.	Minor improvement have been made to the interchange roadway elements.
US 97 North Redmond IAMP	3/22/2007	4	US 97 - Redmond	Interchange plan to improve safety and operation.	New interchange constructed and local management ordinances adopted by Redmond.
Oregon 22 Sublimity IAMP	1/24/2007	2	OR 22 Santiam Hwy.	Interchange plan to improve safety and operation.	New interchange constructed with access control and local management ordinances adopted by city.
I-5 - Woodburn IAMP	8/24/2006	2	I-5 - Woodburn	Plan for reconstruction of interchange with improvements for safety and operation long-term.	Reconstruction of interchange underway.
Canyonville Exit 99 IAMP	8/24/2006	3	I-5- Canyonville	Plan for reconstruction of interchange with improvements for safety and operation long-term.	New interchange constructed.
OR 201 Corridor Refinement Plan	4/20/2006	5	OR 201 - Ontario	Identified a new alignment for OR 201 connecting I-84 interchange with airport road.	New road constructed.
North Ontario OR201 IAMP	4/20/2006	5	I-84 - Ontario	Interchange plan to improve safety and operation.	New interchange constructed.
I-5 Beltline IAMP	1/18/2006	2	I-5 - Eugene	Plan for reconstruction of interchange with improvements for safety and operation long-term.	Some phases of interchange construction have been completed. Next phase currently under construction.
OR18 Newberg Dundee Bypass LEIS	2/18/2005	2	OR 18 Bypass	Plan for new alignment of OR 18 around Dundee and Newberg to improve safety and congestion.	New alignment selected. First phase in construction.