

Highways Classified as Expressways
1999 Oregon Highway Plan
Amendment 00-03
June 7, 2000

The Oregon Transportation Commission amended the 1999 Oregon Highway Plan on June 7, 2000 at the Commission meeting in Salem to classify the highways listed in the following tables as Expressways. Expressways are a subset of Highway Plan highway classifications to provide for high speed, high volume travel between cities and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas. In urban areas, speeds are moderate to high. In rural areas, speeds are high.

The Commission also made technical corrections to the milepoints or descriptions of the Expressways classified on May 11, 2000 and made further corrections on April 11, 2001. See Amendments 00-02 and 01-05.

The list of Expressways in the Expressway file includes the technical corrections and should be used for approach road permits.

**BEFORE THE TRANSPORTATION COMMISSION
FOR THE
STATE OF OREGON**

**Motion to Amend the 1999 Oregon Highway Plan
To Approve Expressway Classifications
June 7, 2000**

The Oregon Transportation Commission moves to amend the 1999 Oregon Highway Plan to classify the state highway segments listed below as Expressways based on the following findings:

- The State of Oregon needs to maintain mobility to support through traffic movements on state highways.
- The purpose of the 1999 Oregon Highway Plan Expressway classification in Policy 1A is to maintain mobility by providing for safe and efficient high speed and high volume traffic movements. Its primary function is to provide for interurban travel and connections to ports and major recreation areas with minimal interruptions. A secondary function is to provide for long distance intra-urban travel in metropolitan areas.
- The Oregon Transportation Commission, upon consultation with affected local governments, may classify Expressways as a subset of Statewide Highways. The Commission may classify Expressways as a subset of Regional and District Highways with the agreement of directly affected local governments.
- The Oregon Department of Transportation has consulted with the affected local governments and Area Commissions on Transportation on the Expressway classification on the Statewide Highways. The Department has obtained the agreement of Jackson County staff and the City of Eagle Point for OR 62 (Highway 22) on the affected Regional Highway Expressway being proposed today. The responses from affected local governments on the proposed Expressway classifications are incorporated by reference herein.
- There has been considerable citizen concern and opposition to designation of OR 34 as an Expressway, in particular about whether the Expressway designation would mean higher posted speeds. Other primary issues have been safety and the effect of increased access control. The OTC recognizes these concerns. However, designation of OR 34 as an Expressway is critical. It will allow ODOT to actively manage the roadway to minimize additional traffic conflicts and respond to safety problems while the refinement plan is in process. Delay in designation will diminish ODOT's ability to manage the facility to address these problems. The OTC has the authority to designate the Statewide portion of OR 34 as an Expressway notwithstanding a recommendation to wait until a refinement plan has been completed.

The Expressway designation does not change the posted speed nor is it intended to allow for higher traffic speeds. It will support the highway safety corridor designation and traffic safety through appropriate spacing for access locations. Through continued planning efforts, ODOT will work with local jurisdictions, interest groups and citizens to develop a long-range plan to manage OR 34. The result will be a plan that could include frontage roads, consolidating accesses, developing local roads for traffic circulation, and/or plans for overcrossings or interchanges. All of these elements would work together to develop a safe roadway.

Based on the findings listed above, the highway segments to be classified as Expressways are the following:

Region 2

1. US 20/OR 34 (Highway 33), Newport-Corvallis Highway, a Statewide Highway, MP 54.03 to 56.8 (Western Blvd. in Corvallis to OR 34 including the Corvallis Byway section).
2. OR 34 (Highway 210), Corvallis- Lebanon Highway, a Statewide Highway, MP 0.34 – 10.14.
3. Beltline (Highway 69), Eugene to Springfield, a Statewide Highway, MP 3.1 - 12.76.
4. OR 126 (Highway 227), Eugene-Springfield Highway, a Statewide Highway, MP 3.48 – 9.96 (I-5 – Main St. in Springfield).

Region 3

5. OR 62 (Highway 22), Crater Lake Highway, a Regional Highway, MP 6.00 – 10.06 (OR 140 to Linn Rd.).

Technical Corrections: These technical corrections reflect minor changes to the motion passed by the commission at its May 10-11, 2000 meeting. The changes in Regions 2 and 3 reflect minor amendments to the milepoint numbers. The changes in Region 4 reflect changes to the location descriptions.

Region 2

From: OR 22 (Highway 162), North Santiam Highway, a Statewide Highway, MP 0.00 to 20.00 (I-5 to Old Mehama Rd.).

To: OR 22 (Highway 162), North Santiam Highway, a Statewide Highway, **MP 1.21** to 20.00 (I-5 to Old Mehama Rd.).

Region 3

From: OR 62 (Highway 22), Crater Lake Highway, a Statewide Highway, MP 1.58 to 6.00 (Delta Waters Rd. to OR 140).

To: OR 62 (Highway 22), Crater Lake Highway, a Statewide Highway, **MP 1.59** to 6.00 (Delta Waters Rd. to OR 140).

From: OR 42 (Highway 35), Coos Bay-Roseburg Highway, a Statewide Highway, MP 13.19 to 20.53 (Filter Plant Rd. (Coquille) to Ash St. (Myrtle Point)).

To: OR 42 (Highway 35), Coos Bay-Roseburg Highway, a Statewide Highway, MP **12.76** to 20.53 (Filter Plant/**Dillard** Rd. (Coquille) to Ash St. (Myrtle Point)).

Region 4

From: US 97 (Highway 4), the Dalles-California Highway, a Statewide Highway, MP 89.65 to 91.00 (Cherry Lane to US 97 north of Madras)

To: US 97 (Highway 4), the Dalles-California Highway, a Statewide Highway, MP 89.65 to 91.00 (Cherry Lane to **Madras UGB**)

From: US 97 (Highway 4), the Dalles-California Highway, a Statewide Highway, MP 97.2 to 115.62 (Madras city limits to Central Ave. (Terrebonne)).

To: US 97 (Highway 4), the Dalles-California Highway, a Statewide Highway, MP 97.2 to 115.62 (**South Junction US 97/26** to Central Ave. (Terrebonne)).

From: US 20 (Highway 7), Central Oregon Highway, a Statewide Highway, MP 1.11 to 4.75 (Bond St. (Bend) to Powell Butte Highway).

To: US 20 (Highway 7), Central Oregon Highway, a Statewide Highway, MP 1.11 to 4.75 (**12th St.** (Bend) to Powell Butte Highway).

From: OR 126 (Highway 16), Santiam Highway, a Statewide Highway, MP 90.85 to 100.36 (Jefferson/Deschutes County line to McKenzie Highway (Sisters)).

To: **US 20** (Highway 16), Santiam Highway, a Statewide Highway, MP 90.85 to 100.36 (Jefferson/Deschutes County line to McKenzie Highway (Sisters)).

Moved and approved by the Oregon Transportation Commission this 7th day of June, 2000, effective immediately.

Highway Number	Route Number	Highway Name & Location	Begin MP	End MP	Length	OHP Classification	NHS (Yes or No)	Freight Route (Yes or No)	Safety Corridor (Yes or No)
REGION 2									
33	US 20/OR 34	Newport-Corvallis (Western Blvd. (Corvallis) to Corvallis - Lebanon Hwy. (OR 34), including Corvallis Bypass section)	54.03	56.8	2.77	Statewide	Yes	Yes	No
69		Beltline	3.1	12.76	9.66	Statewide	Yes	Yes	No
210	OR 34	Corvallis-Lebanon (Corvallis Bypass-Interstate 5)	0.34	10.14	9.8	Statewide	Yes	Yes	Yes
227	OR 126	Eugene-Springfield (I-5 - McKenzie Highway)	3.48	9.96	6.48	Statewide	Yes	Yes and No	No
REGION 3									
22	OR 62	Crater Lake (OR 140 - Linn Rd.)	6.00	10.06	4.06	Regional	No	No	No