Bypass Number / Description Hwy Name / Reason for Construction		YR Const	Length (Miles)	Replacement Cost (2002)	Number of Accesses	Average Access Spacing	Access Control	Crash Rate 1998-2000 (New Align.)	Crash Rate Compared to 1998-2000 State Average	Number of Annex's	Population at time of construction & 2001 population	Volume 1st Yr Open	2000 Volume
1 - Forest Grove Bypass - South													
Tualatin Valley Highway - Provide for anticipated increased traffic													
Construction		M.P. 17.88 - 20.40	1975	2.52		8		Y				Forest Grove: 8,690	1975	
Current					$ 5,701,576	11	2419 ft	Y	1.1	Down / U	2	Forest Grove: 18,380	3,500	10,600
Top Three Crash Types: 1. Rear End 2. Turning Movement 3. Angle													
2 - Forest Grove Bypass - North													
Nehalem Highway - Improve safety and traffic flow and update design standards													
Construction		M.P. 88.69 - 90.63	2000	1.94		31		Y						
Current					$ 7,151,224	31	661 ft	Y	ND	ND	3	Forest Grove: 18,380	ND	ND
Top Three Crash Types: 1. ND 2. ND 3. ND													
3 - Cannon Beach Bypass (US 101)													
Oregon Coast Highway - Relocate the highway away from the development in Cannon Beach and improve pedestrian and traffic flow													
Construction		M.P. 28.08 - 31.37	1952	3.29		13		Y				Cannon Beach: 516	1955	
Current					$ 5,963,980	22	1579 ft	Y	0.79	Down / U	25	Cannon Beach: 1,600	1,000	4,400
Top Three Crash Types: 1. Turning Movement 2. Rear End 3. Fixed / Other Object and Non-Collision Tied													
4 - Blue River Section McKenzie Highway (OR 126E)													
McKenzie Highway - Bring alignment up to existing state highway standards													
Construction		M.P. 39.68 - 41.01	1957	1.33		3		Y				ND	1958	
Current					$ 3,540,349	5	2809 ft	Y	0.86	Down / R	0	ND	1,200	3,300
Top Three Crash Types: 1. Turning Movement 2. Fixed / Other Object 3. Miscellaneous													
5 - Noti - Veneta Bypass (OR 126W)													
Florence - Eugene Hwy. - Replace a substandard roadway system, Increase safety and improve traffic capacity.													
Construction		M.P. 40.78 - 42.29	1996	1.51		9		Y				ND	1,997	
Current					$ 4,023,783	10	1595 ft	Y	0.91	Up / R	2	ND	4,300	5,300
Top Three Crash Types: 1. Fixed / Other Object 2. Sideswipe Overtaking 3. Turning Movement and Parking Movement Tied													
6 - North Corvallis Bypass (OR 99W)													
Pacific Highway West													
Construction		M.P. 80.73 - 82.95	1955	2.22		7		ND				Corvallis: 17,900	1956	
Current					$ 15,065,403	10	2344 ft	P	2.51	Down / U	1	Corvallis: 51,040	1,900	14,700
Top Three Crash Types: 1. Rear End 2. Angle 3. Turning Movement													

7 - Grants Pass Parkway (OR 199)

Redwood Hwy - Alleviate traffic congestion and reduce accident rates in downtown Grants Pass Improve access to industrial area. Increase local and regional accessibility and accommodate future traffic volumes.

Construction		M.P. 0.35 - 0.25, y -0.69 - y 1.99	1960, 1992	2.78		13		Y				Grants Pass: 17,475	1993	
Current					$ 43,707,845	21	1398 ft	Y	2.23	Down / U	16	Grants Pass: 23,670	19,700	23,400

Top Three Crash Types: 1. Rear End 2. Turning Movement 3. Angle

8 - Coquille Reroute (OR 42)

Coquille Bypass Section of the Coos Bay-Roseburg Highway - Relieve the traffic congestion and provide a safer, more convenient commuter route and revitalize the downtown business community.

Construction		M.P. 9.68 - 12.13	1994	1.74		25		Y				Coquille: 4,145	1997	
Current					$ 6,027,909	25	735 ft	Y	0.9	Down / U	2	Couquille: 4,190	9,200	9,800

Top Three Crash Types: 1. Turning Movement 2. Fixed / Other Object 3. Rear End

9 - Oregon City Bypass (OR 213)

Cascade Hwy. South - Route improvement for congestion relief and traffic safety in downtown Oregon City.

Construction		M.P. 0 - 3.59	1986	3.59		7		Y				Oregon City: 15,030	1989	
Current					$ 31,746,799	9	4212 ft	Y	1.37	Down / U	26	Oregon City: 26,680	26,100	40,000

Top Three Crash Types: 1. Rear End 2. Turning Movement 3. Side Swipe Overtaking

10 - Corvallis Bypass - South (US 20)

Corvallis-Newport Hwy. - Provide an alternate route for through traffic around the Corvallis central business district and improve safety and reduce congestion in downtown Corvallis

Construction		M.P. 54.03 - 56.80	1961, 1992	2.77		33		Y				Corvallis: 44,810	1995	
Current					$ 46,590,083	25	1170 ft	Y	1.12	Down / U	1	Corvallis: 51,040	10,900	16,100

Top Three Crash Types: 1. Rear End 2. Turning Movement 3. Angle

11 - Willamina - Sheridan Bypass (OR 18)

Salmon River Highway

Construction		M.P. 24.23 - 34.32	1960	10.09		37		ND				Willamina: 1,000 Sheridan: 1,810	1962	
Current					$ 33,310,739	46	2316 ft	Y	0.42	Down / R	3	Willamina: 1,840 Sheridan: 5,580	2,600	11,300

Top Three Crash Types: 1. Fixed / Other Object 2. Turning Movement 3. Head On

12 - McMinnville - Dayton Bypass (OR 18)

Salmon River Highway - Improve vehicle, bicycle safety, and improve levels of service and access control, and alleviate problems created by high traffic volumes.														
Construction		M.P. 43.75 -52.65	1959	8.90		34		ND				McMin.: 7,000 Dayton: 680	1967	
Current					$ 68,898,338	59	1593 ft	P	0.48	Down / U	20	McMin.: 27,500 Dayton: 2,190	3,600	10,800
Top Three Crash Types: 1. Rear End 2. Turning Movement 3. Angle, Side Swipe Meeting and Fixed / Other Object Tied														

13 - Eugene Bypass (Beltline)

Beltline Highway - A portion of the Junction City - Eugene Highway was transferred to Lane County in exchange for the designation of Beltline County Road and a portion of West 11th. Ave as a State Highway														
Construction		M.P. 3.10 - 12.76	1978 *	9.66		ND		ND				Eugene: 105,369	1979	
Current					$ 151,410,234	38	2684 ft	Y	0.89	Down / U	21	Eugene:140,550	19,900	46,800
Top Three Crash Types: 1. Rear End 2. Turning Movement 3. Fixed / Other Object														

14 - Salem Parkway (OR 99E Bus.)

Salem Highway - Accommodate projected increase in regional and commuter trips, and connect the central business district with Keizer and northeast Salem														
Construction		M.P. 0.00 - 3.16	1986 *	3.16		ND		Y				Salem: 94,600 Keizer: NA	1987	
Current					$ 51,970,752	13	2567 ft	Y	1.15	Down / U	29	Salem:139,320 Keizer:32,950	13,400	21,800
Top Three Crash Types: 1. Rear End 2. Turning Movement 3. Angle														

15 - Eugene - Springfield Highway (OR 126 Bus.)

Eugene - Springfield Hwy														
Construction		M.P. 0.00 - 9.97	1969 **	9.97		24		Y				Springfield: 24,666	1970	
Current					$ 195,924,782	37	2845 ft	Y	0.69	Down / U	12	Springfield: 53,450	15,100	44,900
Top Three Crash Types: 1. Rear End 2. Fixed / Other Object 3. Side Swipe Overtaking														

16 - Bend Parkway (US 97)

The Dalles - California Hwy - Improve capacity, safety, travel time and operation of the local street network.														
Construction		M.P. 134.76 - 141.83	2001**	6.41		31		Y				Bend: 55,080		
Current					$ 69,545,553	31	2184 ft	Y	ND	ND	0	Bend: 55,080	ND	ND
Top Three Crash Types: 1. ND 2. ND 3. ND														
16A - Bend 3rd Street (US 97) (For analysis purposes only)														
The Dalles - California Hwy -														
Construction		M.P. 136.18 -137.90	1963*	1.72		91		P					1963	
Current					$ 27,172,042	98	191 ft	P	3.39	Down / U			5,700	26,100
Top Three Crash Types: 1. Rear End 2. Turning Movement 3. Angle														