

Transportation Capital Improvement Program

2023 Transportation Capital Improvement Plan														
Project Number	Project Source	Project Name	Project Description	Priority Year 2023-2027	Priority Year 2028-2032	Priority Year 2033-2042	Master Plan Priority	Developer Built (Y/N)	Parks SDC Funded (Y/N)	Part-Full State/Fed Funded (Y/N)	SDC Funding Eligible (Y/N)	SDC Share %	2022 Master Plan Cost Est. + Inflation	SDC Eligible Cost
<b>Roadway Projects</b>														
<b>Major Street Connectivity</b>														
R10	TSP	E Street Extension <sup>3</sup>	Extend E Street west to 16th Street and the west city limit	2023-2027			High	Yes	No	No	No	0%	\$ 2,711,232	\$ -
<b>Intersection Improvements</b>														
R11	TSP	OR 51/Polk Street <sup>1</sup>	Install a left-turn lane at the east-bound approach and a traffic signal when signal warrants are met; Coordinate with Project S2	2023-2027			High	No	No	Yes	Yes	100%	\$ 510,483	\$ 510,483
R12	TSP	OR 51-Main Street/OR 51-Monmouth Street <sup>1</sup>	Install left- and right-turn lanes at the eastbound approach and a traffic signal when signal warrants are met	2023-2027			High	No	No	Yes	Yes	100%	\$ 397,042	\$ 397,042
R13	TSP	OR 51-Monmouth Street/4th Street <sup>1</sup>	Install a center two-way left-turn lane on OR 51-Monmouth Street from 7th Street to 4th Street and taper east of 4th Street – continue to monitor the intersection and a traffic signal if/when signal warrants are met; Coordinate with Project S5	2023-2027			High	No	No	Yes	Yes	100%	\$ 56,720	\$ 56,720
R14	TSP	OR 51-Monmouth Street/7th Street <sup>1</sup>	Perform Intersection Control Evaluation assuming a traffic signal. Install a traffic signal and striping at the intersection of OR 51-Monmouth Street and 7th Street; Coordinate with Project R13, S5 and S6.	2023-2027			High	Yes	No	No	Yes	94.0%	\$ 2,500,000	\$ 2,350,000
R15	TSP	Main Street/River Road <sup>2,3</sup>	Install a southbound left-turn lane and reconfigure as all-way stop control; Install a westbound left- or right-turn lane in conjunction with a new bridge; Coordinate with Project S3 and P20	2023-2027			High	Yes	No	No	Yes	100%	\$ 221,209	\$ 221,209
R16	TSP	OR 51-Monmouth Street/Gun Club Road <sup>1</sup>	Optimize the signal timing/phasing to provide more green time to the southbound left-turn movement	2023-2027			High	No	No	Yes	Yes	100%	\$ 11,344	\$ 11,344
													Subtotal High Priority Costs	\$ 6,408,031
													Subtotal Medium Priority Costs	\$ 11,202,266
													Subtotal Low Priority Costs	\$ 24,610,952
													Subtotal Program Costs	\$ 42,221,249
													Subtotal SDC Eligible Costs	\$ 18,339,178
<p>1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer. Further evaluation may be required to determine the most appropriate form of traffic control.</p> <p>2. Project cost includes the southbound left-turn lane. The westbound left- or right-turn lane will be provided with the new bridge.</p> <p>3. Project will require coordination with Polk County and/or Marion County.</p>														
<b>Traffic Safety Projects</b>														
<b>Intersection Improvements</b>														
S1	TSP	Hoffman Road/16th Street	Install advanced intersection warning signs, speed feedback signs, and traffic calming measures at the eastbound approach	2023-2027			High	No	No	No	No	0%	\$ 51,048	\$ -
S2	TSP	OR 51-Main Street/Polk Street <sup>1</sup>	Install advanced intersection warning signs and traffic calming measures at the southbound approach; Coordinate with Project R11	2023-2027			High	No	No	Yes	No	0%	\$ 39,704	\$ -
S7	TSP	Hoffman Road/Gun Club Road	Provide traffic calming measures on Hoffman Road approaching the intersection	2023-2027			High	No	No	No	No	0%	\$ 56,720	\$ -
<b>Roadway Improvements</b>														
													Subtotal High Priority Costs	\$ 147,473
													Subtotal Medium Priority Costs	\$ 323,306
													Subtotal Low Priority Costs	\$ 606,908
													Subtotal Program Costs	\$ 1,077,686
													Subtotal SDC Eligible Costs	\$ 175,833
<p>1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.</p> <p>2. Speed feedback signs are considered enforcement tools, and the City will be expected to fund, operate, and maintain the speed feedback signed under an ODOT permit.</p> <p>3. ODOT will conduct the speed study if requested by the City at no cost. Therefore, the cost estimate reflects the cost to relocate the speed limit signs.</p> <p>4. Project will require coordination with Polk County and/or Marion County.</p>														
<b>Pedestrian Projects</b>														
<b>Enhanced Crossings and Pedestrian Amenities Improvements</b>														
P5	TSP	Polk Street	Fill in the gaps on the north and south sides of the road from Ash Street to OR 51-Main Street	2023-2027			High	No	No	No	Yes	100%	\$ 192,849	\$ 192,849
P6	TSP	Gun Club Road	Fill in the gaps on west side of the road from Hoffman Road to OR 51-Monmouth Street	2023-2027			High	Yes	No	No	No	0%	\$ 589,891	\$ -



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T3	TSP	Stop 1517: OR 51-Main Street/Polk Street (to Dallas)	Install ADA-compliant pedestrian ramps leading to the bus stop; provide bicycle parking, storage, and/or repair station	2023-2027			High	No	No	Yes	No	0%	\$ 22,688	\$ -
T4	TSP	Stop 1515: Library – OR 51-Monmouth Street/ 2nd Street (to Salem)	Install a "No Parking" zone adjacent to the bus stop; provide bicycle storage and/or repair station	2023-2027			High	No	No	Yes	No	0%	\$ 17,016	\$ -
T5	TSP	Stop 1502: 13th Street/OR 51-Monmouth Street (bi-directional)	Relocate the bus stop to Monmouth Street, east of Gun Club Road; Install street lighting; Install ADA-compliant pedestrian ramps leading to the bus stop; Install "No Parking" zone signage adjacent to the stop; Provide bicycle parking, storage, and/or repair station; Install a real-time bus arrival reader board; and Establish stops in both directions.	2023-2027			High	No	No	Yes	No	0%	\$ 68,064	\$ -
													<b>Subtotal High Priority Costs</b>	<b>\$ 130,457</b>
													<b>Subtotal Medium Priority Costs</b>	<b>\$ 22,688</b>
													<b>Subtotal Low Priority Costs</b>	<b>\$ 266,586</b>
													<b>Subtotal Program Costs</b>	<b>\$ 419,730</b>
													<b>Subtotal SDC Eligible Costs</b>	<b>\$ 209,865</b>
<p>1. Project will require coordination with ODOT and approval from the State or Regional Traffic Engineer.                  2. Future evaluation may be required to determine the appropriate form of traffic control at this location.                  3. Project cost included in Motor Vehicle Plan.</p>														
<b>Master Plan &amp; Planning Projects</b>														
PP1	TSP	Downtown Parking Study	Prepare a municipal parking management plan for downtown Independence	2028-2032			High	N/A	No	Yes	No	0%	\$ 56,720	\$ -
													<b>Subtotal High Priority Costs</b>	<b>\$ 56,720</b>
													<b>Subtotal Medium Priority Costs</b>	<b>\$ 226,881</b>
													<b>Subtotal Low Priority Costs</b>	<b>\$ -</b>
													<b>Subtotal Program Costs</b>	<b>\$ 283,602</b>
													<b>Subtotal SDC Eligible Costs</b>	<b>\$ 226,881</b>
													<b>TOTAL High Priority Costs</b>	<b>\$ 11,337,028</b>
													<b>TOTAL Medium Priority Costs</b>	<b>\$ 24,049,421</b>
													<b>TOTAL Low Priority Costs</b>	<b>\$ 45,121,025</b>
													<b>TOTAL Program Costs</b>	<b>\$ 80,507,473</b>
													<b>TOTAL SDC Eligible Costs</b>	<b>\$ 27,091,125</b>