

W17a

AGENDA COVER MEMO

DATE: May 7, 2003
TO: Lane County Board of Commissioners
DEPT.: Public Works
PRESENTED BY: Sonny Chickering, County Engineer
AGENDA ITEM TITLE: IN THE MATTER OF ADOPTING THE PUBLIC WORKS
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM
FY 03/04 - FY 07/08.

I. MOTION

MOVE APPROVAL OF BOARD ORDER APPROVING THE FY 2003/04 - FY 2007/08
DEPARTMENT OF PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM.

II. ISSUE OR PROBLEM

This is the annual update of the Public Works five-year Capital Improvement Program (CIP), which allocates road funds for capital projects, including right-of-way acquisition, general road construction, pavement preservation, bridge construction, safety projects and payments to other government agencies.

III. DISCUSSION

A. Background

Staff submitted a draft of the FY 2003/04 - FY 2007/08 Department of Public Works Capital Improvement Program (CIP) to the Roads Advisory Committee (RAC) at its January 29, 2003 meeting. The Committee released the draft for public review, and held a public hearing on February 26, 2003. At its April 2, 2003 meeting, the RAC considered public testimony and staff recommendations, and recommended a revised program for consideration by the Board.

B. Analysis

Highlights of the January draft CIP

The staff memo to the RAC dated January 29, 2003 (Attachment1) highlighted the changes and new projects in the draft produced by public works staff and released by the RAC for public review. The January draft CIP added four new projects in the General Construction category (31st Street, Franklin Blvd East, Sears Rd, and Wilkes Drive) in the new added fiscal year 07-08. Four new projects were added in the Bicycle/Pedestrian category in various fiscal years (Ridgeway Road, South Jetty Road, Warthen Road, and Wendling Road). A new item for bridge crack investigation and repair was added in the first year at \$200,000. This will provide funds to investigate four bridges that have been found to have cracking problems similar to those recently identified on the ODOT system. It should be noted that the CIP includes \$2,500,000 in each of the five years for the County City Road Partnership payment to cities. This item is footnoted to say that the FY 03-04 payment has been approved by the Board and

that continuation of the program and the level of future payments will be approved annually at the discretion of the Board. (See Exhibit A, page 21, footnote 5)

February 26, 2003 RAC Public Hearing

Attachment 2 is the minutes of the RAC public hearing in February. Five people presented oral testimony. Representatives from Eugene, Springfield, and Springfield Utility Board and two citizens testified. Attachment 3 contains three letters that were submitted. New projects were not requested at the hearing.

Recommendation of the Roads Advisory Committee

The recommendation of the RAC is attached as Exhibit A to the Board Order. The RAC agreed with the staff recommendations contained in the staff memo for their April 2, 2003 meeting (Attachment 4). Minutes of the April 2nd meeting are included as Attachment 5. The RAC agreed with staff on rescheduling several projects. The committee was also informed of the Board action on April 2nd earlier in the day to retain the Hwy 126/Thurston Road left turn lane project and to increase the not-to-exceed amount to \$500,000. This project is included in Exhibit A. The RAC action noted that a better cost estimate is needed for this project.

The RAC agreed with the staff recommendation to delete the Milliron Road East, Hwy 99 to Prairie Road project, shown in FY 04-05 at \$850,000 from the CIP. This project was intended to provide improved road access to the proposed prison facility south of Junction City and state funding was anticipated to cover the cost of the project. Due to state budget problems, the prison project is on hold indefinitely and there is no commitment for state funding at this time.

Staff Recommendations for Further Adjustments to the CIP

Further changes are recommended in the RAC draft shown in Exhibit A. These changes are described below and are summarized in Attachment 6. .

Several errors were found in the summary tables after the RAC action. The Marcola Road, Wendling to Johnson Road, project was shown in FY 05-06 in the CIP adopted by the Board last May and in the January 2003 draft CIP released by the RAC. This project was inadvertently deleted from the general construction section of the spreadsheet approved by the RAC in April. Staff recommends this project be returned to the General Construction list in FY 05-06.

A second error was found in the "Culvert Replacement for Fish Passage" section. Last year, the Board approved funding for this category in all five years of the program at a total cost of \$1,000,000. Because of project delays, the detailed list of culvert replacements for FY 02-03 were rescheduled for FY 03-04. In the process of making this change, mistakes were made in the annual allocations and the five-year total shows at \$1,400,000. Staff recommends that the annual totals be corrected as shown in Attachment 6 to provide a total of \$1,000,000 for this program as previously approved by the Board.

On April 2, 2003, the Board approved an increase in project funding for School District 4J for West 14th Street and for the City of Cottage Grove for the Hwy 99/Harrison Street Signal Project. The "Unencumbered balance" in FY 03/04 shown in the Community Development Road Improvement Assistance Program should be reduced from \$814,471 to \$443,471 to reflect the Board action.

The following projects are recommended for rescheduling in the draft CIP. These changes are recommended because these projects, for various reasons, will not be under contract in the fiscal year listed. Four of these projects are included in FY 02-03 in the adopted FY 02-03 through FY 06-07 CIP and are recommended for inclusion in FY 03-04 in the new CIP. These

changes are needed so that the funds are listed in the fiscal year that the funds will be encumbered by contract. A brief explanation is included for each project.

1. Reschedule Jasper Road Extension, Hwy 126 to S 57th, to FY 03/04 in General Construction for \$2,000,000. Due to a prolonged ODOT permitting process, this project will not be under contract until FY 03-04. The ODOT construction permit has been obtained, but design work is not complete. The last major element to be approved by ODOT is the signal design for the intersection at Main Street. We anticipate being able to let a bid late in the construction season to give the successful contractor the chance to perform preliminary grading and pipe work with the majority of construction taking place early in 2004.

2. Reschedule Jasper Road Extension, S. 57th to Jasper Road, to FY 03-04 in Right-of-Way Acquisition for \$125,000

3. Reschedule River Road at Highway 99 in Junction City to FY 03/04 in General Construction for \$500,000. ODOT is requiring further work at the intersection and staff is working to secure an ODOT approach permit. Since the design has not been finalized, right-of-way acquisition is not complete.

4. Reschedule Stagecoach Road Slide Repair to FY 03/04 in Safety Improvements for \$1,100,000 and in Right-of-Way Acquisition for \$110,000. The Roads Advisory Committee has made a recommendation for a design concept, which is currently under a 30-day public review period. Board consideration of a design concept for this slide repair will not occur before the end of FY 02/03. This change includes an increase in the project cost from \$700,000 to \$1,100,000.

5. Reprogram Santa Clara Plaza to FY 03/04 in Roads For Assisted Housing Fund for \$115,000. St. Vincent DePaul continues efforts to bring the project to contract.

6. Reschedule McVay Highway Realignment from FY 03/04 to FY 04/05 in General Construction for \$500,000 and in Right-of-Way Acquisition for \$300,000. At Board direction, this project is on hold until the legal challenges to the Armory proposal by the Oregon Military Dept in the vicinity of this project are resolved.

C. Options

1. Adopt the Board Order with Exhibit A.
2. Adopt the Board Order with modifications to Exhibit A as recommended by staff in Attachment 6.
3. Adopt the Board Order with further changes as a result of the public hearing as directed by the Board.

D. Recommendations

Option 2 or 3.

E. Timing

Oregon budget law requires adoption of the CIP at least 30 days prior to adoption of the County budget.

IV. IMPLEMENTATION/FOLLOW-UP

Staff will return to the Board for various decisions and actions on individual projects in the adopted CIP as they move through the public hearing and implementation processes.

V. ATTACHMENTS

Board Order - IN THE MATTER OF ADOPTING THE PUBLIC WORKS FIVE-YEAR
CAPITAL IMPROVEMENT PROGRAM FY 2003/04 - FY 2007/08.

Exhibit A - Draft 04-08 CIP

Attachment 1 - MEMO – January 29, 2003 Draft 04-08 CIP

Attachment 2 - MINUTES - RAC CIP Public Hearing on February 26, 2003

Attachment 3 - 2004-2008 CIP Public Testimony

Attachment 4 - MEMO – FY 04-08 CIP Response to Public Testimony

Attachment 5 - MINUTES - RAC meeting on April 2, 2003

Attachment 6 – Staff Recommended Changes to Exhibit A

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) IN THE MATTER OF ADOPTING THE PUBLIC
) WORKS FIVE-YEAR CAPITAL IMPROVEMENT
) PROGRAM FY 03/04 - FY 07/08

WHEREAS, the Board of County Commissioners has adopted a process as outlined in Lane Manual 15.575 for annual review and development of a Five-Year Public Works Capital Improvement Program; and

WHEREAS, a recommended Five-Year Capital Improvement Program has been developed in keeping with that process, including staff analysis, citizen involvement, the conducting of a public hearing on February 26, 2003, by the Roads Advisory Committee, deliberation and a recommendation on the Capital Improvement Program by the Roads Advisory Committee on April 2, 2003; and

WHEREAS, the Board of County Commissioners discussed and held a public hearing on May 7, 2003, on the recommended Public Works Five-Year Capital Improvement Program;
NOW THEREFORE, BE IT

ORDERED, that the FY 03/04 through FY 07/08 Department of Public Works Capital Improvement Program, as attached hereto as Exhibit A, be adopted; **AND, BE IT FURTHER**

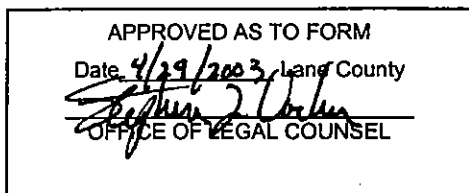
ORDERED, that the County Administrator be delegated authority to execute contracts and agreements implementing any projects described in Exhibit A attached hereto; **AND, BE IT FURTHER**

ORDERED, that staff pursue all necessary actions to insure timely construction of projects scheduled for FY 03/04; **AND, BE IT FURTHER**

ORDERED, that staff perform preliminary design activities, acquire right-of-way, prepare planning actions and permit applications necessary to insure that projects scheduled for FY 03/04 through FY 07/08 remain on schedule; **AND, BE IT FURTHER**

ORDERED, that the cost of such actions and preparations, including any damages, be paid from the County Road Fund or in any manner permitted by law as authorized by the Department of Public Works or as further authorized by the Board of County Commissioners.

DATED this _____ day of May, 2003.



Peter Sorenson, Chair
Lane County Board of Commissioners

2004/09

Capital Improvement Program

Lane County, Oregon
Fiscal Years 2003-2004 through 2007-2008



Produced and distributed by
Lane County Public Works Department
August 2003

EXHIBIT A

ADOPTION

The Roads Advisory Committee recommended the County Road Fund portion of the FY 2003-04 to 2007-08 Capital Improvement Program on **April 2, 2003**. The Board of County Commissioners adopted this program on **May 7, 2003**.

The FY 2003-04 project lists for the Engineering, Parks, Support Services, Waste Management Divisions, Fair Board, and County Capital Improvements were adopted by the Board of County Commissioners on **May 7, 2003**.

BOARD OF COUNTY COMMISSIONERS

Peter Sorenson, Chair, South Eugene
Anna Morrison, Vice Chair, West Lane
Bill Dwyer, Springfield
Bobby Green, Sr., North Eugene
Tom Lininger, East Lane

ROADS ADVISORY COMMITTEE

Leo Stapleton, Chair, West Lane
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Richard Maury, Member-at-Large
Don McClure, East Lane
Jody Ogle, Member-at-Large
Tom Poage, North Eugene
Rex Redmon, South Eugene

PUBLICATION

Capital Improvement Program report published by
Lane County Public Works Department, August 2003
Oliver P. Snowden, Public Works Director
Sonny P.A. Chickering, County Engineer
Thomas Stinchfield, Transportation Planning Engineer
Mike Russell, CIP Coordinator

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EXHIBIT A**INTRODUCTION**

Lane County currently maintains 1436 miles of roads and 413 bridges. The maintenance and improvement of these investments are split into two categories of expenditures - Operations, Maintenance, & Preservation and Capital Improvement Projects.

Operations, Maintenance, & Preservation includes activities related to maintaining and repairing the road and bridge system, like surface and shoulder maintenance, drainage work, vegetation management, guardrail repair, signing, striping, pavement marking, and signal maintenance. Preservation activities like pavement overlays and chip seals extend the useful life of the pavement.

Capital Improvement Projects, or modernization projects, include widening a facility to add shoulders, adding capacity, safety improvements, intersection improvements, bringing roads and bridges up to standards, and paving gravel roads. Modernization construction projects are typically contracted to private firms, but Lane County Public Works/Engineering Division staff usually performs associated planning, right-of-way and engineering work. Consultants assist for bridge design, geotechnical engineering and environmental studies.

In addition to the modernization projects on County maintained facilities, capital expenditures include road partnership payments to Lane County cities, project specific payments to cities, the State or other quasi-governmental agencies and community development road improvement assistance grants to agencies.

To sum up this document, the Capital Improvement Program (**CIP**) is a 5-year plan for capital improvements to Lane County's transportation network. Projects included in the CIP are designed to improve the safety, utility, and efficiency of the existing road network, accommodate future growth in traffic volumes, reduce maintenance costs, conserve fuel, accommodate alternative transportation modes, and promote economic development.

ROAD FUND

The County Road Fund funds both Operations, Maintenance, & Preservation and Capital Improvement Projects. The Road Fund is comprised of revenue from several sources. In fiscal year 2002-2003 the County anticipates receiving \$19,600,000 in Federal Timber Receipts, \$12,500,000 in State Highway User Taxes and Fees, \$580,000 in Federal Aid programs, \$1,200,000 in Investment Earnings, and \$3,800,000 in other Miscellaneous Sources.

State Highway User Taxes and Fees consist of state motor fuel taxes (currently 24 cents per gallon), state weight-mile taxes for heavy vehicles, motor vehicle registration fees, fines, licenses and other miscellaneous revenues. The fees and taxes collected are distributed to government agencies approximately as follows - 60% state, 24% counties, and 16% cities. The counties' portion is split amongst all counties based on each county's proportion of registered vehicles to the statewide total. The cities' portion is split between the cities based on the ratio of each city's population to the total statewide population within cities.

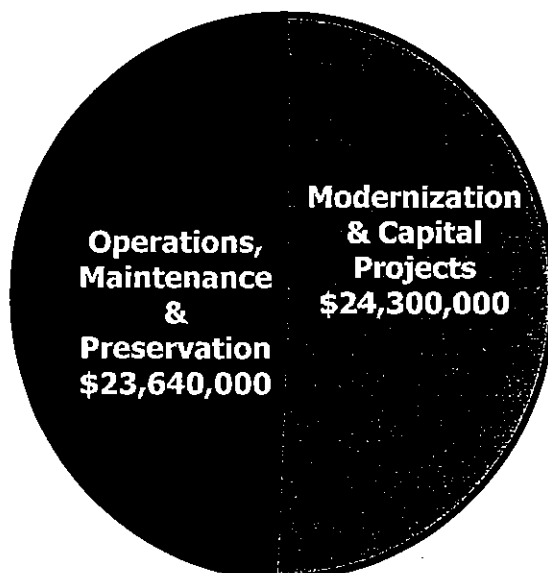
EXHIBIT A

**Projected FY 2003-04
Road Fund Revenue
\$47,940,000**

Revenue Source	Amount (\$)
Federal Timber Receipts	19,600,000
State Highway Fund Transfer	12,500,000
STP Federal Funds	580,000
Investment Earnings	1,200,000
Other Revenues	3,800,000
Road Fund Reserves	10,260,000
TOTAL	47,940,000

Note: All estimates shown in this document are in year 2003 dollars.

**Projected FY 2003-04
Road Fund Expenditures
\$47,940,000**



National Forest Receipts (Federal Timber Receipts as shown above) include revenue from timber sales, mineral leases, special user fees, grazing, agricultural and land leases and other miscellaneous sources. Federal law requires that 25% of all money received by the federal government from a national forest be paid to the state in which the forest is located. Revenues from the national forests are to be used for the benefit of public schools (25%) and public roads (75%) of the counties in which the forest is located.

EXHIBIT A

Restrictions on logging since the early 1990's have resulted in a severe reduction in timber harvests on national forest lands. This, in turn, created the prospect of significant revenue reductions for counties. Congress enacted legislation in the late 1990's that provided a guaranteed minimum payment in the event that actual receipts dropped below a predetermined level. This guarantee has been modified and extended under the Secure Rural Schools and Community Self-Determination Act of 2000, providing adequate funding of the first three years of this CIP. If the guarantee does not continue, projects listed in the last two fiscal years of this CIP may not be funded.

OVERVIEW

The total programmed expenditure for County projects is about \$73,000,000 including contingencies. An additional \$13,500,000 in Payments to Other Government Agencies for road purposes is programmed, although the Road Partnership payments are authorized under annual agreements that are renewed at the Board of County Commissioner's discretion. The program also anticipates \$2,232,000 for Roads for Assisted Housing Projects in Lane County. The County continues in its effort to replace priority fish passage culverts and has included a category under the CIP for this work funded at \$1,000,000 over the next five years. The Community Development Road Improvement Assistance Program is funded at \$1,014,471. Total expenditures are estimated to be just over \$95,000,000 through the five fiscal years covered in this CIP.

PROGRAM TOTALS BY CATEGORY	'03-'07 CIP Previously Adopted		'04-'08 CIP New	
Right-of-Way Acquisition	4,229,000	4.3%	3,499,000	3.8%
General Construction	45,043,000	45.6%	41,153,000	44.6%
Structures	8,100,000	8.2%	6,810,000	7.4%
Pavement Fund	11,500,000	11.6%	11,500,000	12.5%
Safety Improvements	950,000	1.0%	250,000	0.3%
Contingency	6,982,200	7.1%	6,321,200	6.9%
SUBTOTAL - COUNTY PROJECTS	76,804,200	77.7%	69,533,200	75.4%
Payments to Other Government Agencies	15,943,400	16.1%	13,500,000	14.6%
Culvert Replacement for Fish Passage	1,000,000	1.0%	1,400,000	1.5%
Pedestrian/Bicycle Improvements	0		4,510,000	4.9%
Community Development Fund	2,145,600	2.2%	1,014,471	1.1%
Roads for Assisted Housing Projects	2,919,000	3.0%	2,232,000	2.4%
SUBTOTAL - PAYMENTS & SPECIAL PROJECTS	22,008,000	22.3%	22,656,471	24.6%
TOTAL	98,812,200	100.0%	92,189,671	100.0%

Right-of-Way Acquisition

This program category lists cost estimates for right-of-way acquisition on projects shown within the CIP. Individual amounts are shown for most of the General Construction projects, however, these estimates are preliminary and subject to change based on final design of each project and individual circumstances of each acquisition. County acquisitions are based on appraisals of the land and improvements to be acquired and any associated compensable damages. The timing of these expenditures has been estimated in a fiscal year, but the actual payment schedule may vary.

EXHIBIT A

General Construction

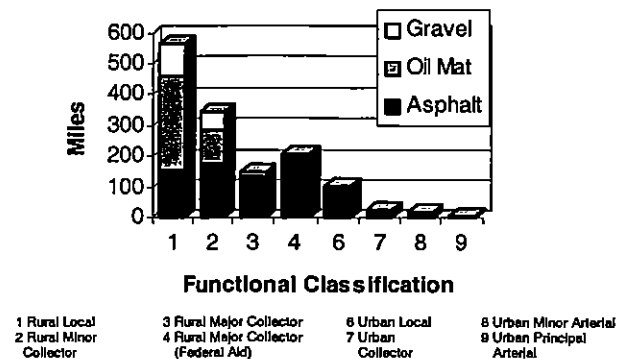
This program category lists the major road construction projects planned for the County road system. Excluding right-of-way costs, these projects represent over 45% of the expenditures shown in the program. Projects normally entail modernization by complete reconstruction or significant improvements to the existing roadway.

Projects within the Eugene-Springfield metropolitan area are specified in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan).

Projects outside the metropolitan area frequently come from Lane County's 712 miles of collector roads. Many of these roads do not meet modern geometric standards, have insufficient pavement structure for current traffic, or have hazardous locations.

For projects in the first year of the program, cost estimates are based on preliminary construction quantities since sufficient design work is available to produce detailed estimates. The balance of the projects have been estimated based on per-mile unit costs, which range from \$500,000 to \$750,000 for rural reconstruction projects, and from \$1,600,000 to \$2,500,000 for urban reconstruction projects depending on road width, drainage costs, and other project specific features.

Miles of County Roads by Surface Type



Pavement Fund

The Pavement Rehabilitation section of the CIP contains \$2,300,000 annually for pavement overlay and rehabilitation. These funds will be programmed annually by County staff to respond to current pavement condition information. Contracts, normally grouping several roads from the same geographic area together, are prepared annually.

Structures

Lane County owns 413 bridges that are open to vehicular traffic. Of these, the CIP calls for improvement, replacement or construction of 3 bridges over the next five years. This program will continue with the replacement of structurally or functionally inadequate bridges, but it will not address seismic deficiencies in the remaining bridges.

Bridge Statistics

Bridge Construction Type	Quantity	Posted load limit
All Concrete or Concrete/Steel	391	26
All Timber	2	8
Concrete/Wood	17	5
Steel/Wood	1	1
Steel/Wood/Concrete	2	1
Totals	413	41

Sufficiency Ratings for Lane County Bridges

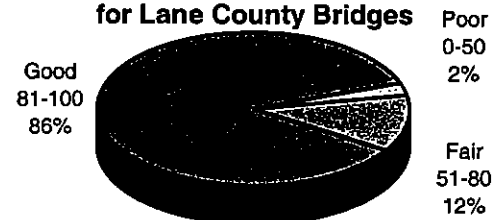


EXHIBIT A

A new fund has been established for the investigation of bridges identified by recent bridge inspections done by a consultant for ODOT doing annual inspections of the state's bridges that identified some bridges with structural cracking. The four bridges listed here have been identified as needing further investigation as to the extent of cracking and its affect on structural integrity of these bridges.

Safety Improvements

Safety improvement projects are intended to address problems at spot locations that do not require large reconstruction projects. Staff will recommend projects as locations are studied and identified. Generally, these projects will have low cost, small size, limited impact on adjacent properties, and relative ease of implementation.

Payments to Other Government Agencies

The CIP Summary by Project Category shows \$13,500,000 projected payments to other government agencies in Lane County. \$12,500,000 of the total is under the County/City Road Partnership Program (formerly Urban Transition). Intergovernmental agreements will need to be executed with each city agency in the County on issues involving the provision of urban road services, the jurisdiction of urban roads, and the distribution of County Road Funds. The amounts shown in the CIP document are estimates of future payments based on current policies and agreements.

The remaining \$1,000,000 represents projects identified under the Board's Capital Project Partnership Program (CaPP). Projects that are not proposed to be let by the County are listed here as payments to respective agencies. CaPP projects that the County will be constructing are listed in the General Construction category.

Community Development Road Improvement Assistance Program

This program was created by the Board of County Commissioners to provide eligible agencies an opportunity to fund road projects that provide a benefit to the community. Eligible applicants include Lane County cities, school districts and other governmental agencies authorized by the Board of County Commissioners. The program accepts applications and awards individual project allocations through the Board. Funds not allocated in the first year of the CIP will be carried forward to future years unless otherwise directed by the Board.

Culvert Replacement for Fish Passage

The Oregon Department of Fish and Wildlife (ODFW) has identified nearly 300 culverts under Lane County roads that the Department believes impede Coho or Chinook salmon passage at some stage in their lifecycle. The establishment of this fund is intended to dedicate Road Fund resources to replace culverts that are low or medium priorities from a road perspective, but are high priorities from an ODFW or resource agency perspective.

Transportation Planning

In accordance with Goal 12 of the Oregon statewide planning goals, Lane County will develop and adopt a new Transportation System Plan (TSP) in the coming fiscal year. This TSP will be based on a review of the condition and function of our road system, and may include adoption of new County road standards. At a minimum, County staff will review the assumptions leading to modernization estimates and conduct a review of our relationship to state and city road systems.

The TSP will also provide a list of projects, identified through needs assessment, for the next 20-year planning horizon. This list will replace the Projects for Development list included in previous

EXHIBIT A

CIP's as a running list of potential projects for inclusion in the CIP when funding and scheduling time is available.

CIP PROCESS

1. Draft CIP Prepared by Staff.

The CIP process begins each fall with a staff evaluation of the previously adopted CIP program. Normally, projects in the first fiscal year of the program will have been completed or are under construction by this time. Funds for these projects are encumbered by construction contracts and need not be repeated in the program. Any projects from the first year of the program that will not be under contract as planned will be rescheduled to a later year in the program.

County staff evaluates the progress of projects in the latter four years of the program and makes adjustments as needed to reflect current schedules, project scope, and estimates of cost. Staff also evaluates projects in relation to other candidate projects and makes recommendations for additions or deletions from the program.

2. Roads Advisory Committee Public Hearing and Recommendation to the Board.

The Roads Advisory Committee holds a public hearing on the draft CIP, normally in February. The committee is a citizens advisory group that makes recommendations on the program and other road issues to the Board of County Commissioners. Utilizing on-site inspections, testimony from the public, and information provided by staff, the Roads Advisory Committee recommends a revised draft CIP to the Board. This normally will occur in March.

3. Board of County Commissioners Public Hearing and Adoption.

The Board of Commissioners subsequently holds a public hearing on the draft CIP recommended by the Roads Advisory Committee. This hearing is normally held in April or May. The Board considers public testimony and adopts a final version of the program for the year.

4. Additions/Deletions to the CIP.

Projects may be added or deleted at any point in the process described above. Changes proposed by the public, County staff, or Roads Advisory Committee are advisory to the Board of Commissioners. The Board has final approval authority for the CIP and expenditure of County Road Funds. The Board may also modify the CIP by adoption of a Board Order during the year as necessary. In general, projects are added to the fourth or fifth year of the program. Most projects take four years from initiation of preliminary engineering work to construction. Addition of projects into the first three years of the program will usually require delay of other projects.¹

¹Lane County complies with state and federal laws and regulations relating to discrimination, including the Americans with Disabilities Act (ADA) of 1990.

Summary Tables



- If Federal legislation guaranteeing at least current levels of payments to counties containing Federal Lands is not reauthorized, the final two fiscal years of this program will be unfunded.

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

ANNUAL TOTALS BY CATEGORY	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08	5 YR TOTAL
Right-of-Way ¹	986,000	580,000	470,000	853,000	610,000	3,499,000
General Construction	10,170,000	11,650,000	4,700,000	8,533,000	6,100,000	41,153,000
Structures	2,810,000	0	4,000,000	0	0	6,810,000
Pavement Fund	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000	11,500,000
Safety Improvements	250,000	0	0	0	0	250,000
Contingency	1,651,600	1,453,000	1,147,000	1,168,600	901,000	6,321,200
SUBTOTAL - COUNTY PROJECTS	18,167,600	15,983,000	12,617,000	12,854,600	9,911,000	69,533,200
Payments to Other Government Agencies	3,500,000	2,500,000	2,500,000	2,500,000	2,500,000	13,500,000
Culvert Replacement for Fish Passage	400,000	300,000	300,000	200,000	200,000	1,400,000
Pedestrian/Bicycle Improvements	0	620,000	390,000	2,500,000	1,000,000	4,510,000
Community Development Fund	1,014,471	0	0	0	0	1,014,471
Roads for Assisted Housing Projects	1,232,000	0	1,000,000	0	0	2,232,000
SUBTOTAL - PAYMENTS & SPECIAL PROJECTS	6,146,471	3,420,000	4,190,000	5,200,000	3,700,000	22,656,471
TOTAL	24,314,071	19,403,000	16,807,000	18,054,600	13,611,000	92,189,671

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

RIGHT-OF-WAY ACQUISITION ¹	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
31st Street, Hayden Bridge to U Street					130,000
Beaver Street/Hunsaker Lane, Division Ave. to River Rd.				200,000	
Bernhardt Heights Realignment	15,000				
Bridge Projects - Miscellaneous	50,000				
Briggs Hill Road, MP 2.50 to MP 4.01				113,000	
Cedar Flat Road, Hwy 126 to East Cedar Flat Road		40,000			
Clear Lake Road, Jensen Ln. to Canary Rd.	150,000				
Delta/Beltline Interchange		200,000			
Dillard Road, BCM to Hwy 99				240,000	230,000
Franklin Blvd. East, I-5 Frontage to Twin Buttes Road					
Game Farm Road North, Eugene City Limits to Coburg Rd.		200,000			
Green Hill Road, RR x-ing to Clear Lake Rd.				210,000	
Hall Road, MP 4.56 to MP 5.88				90,000	
Hulbert Lake Road, Ferguson Rd. to Benton Cnty Line		140,000			
Inving Overpass			200,000		
Lingo Lane at Hwy. 99E	36,000				
Marcola Road, Wendling Rd. to Johnson Rd.			270,000		
McVay Highway Realignment, Bloomberg Rd. to 30th Ave. ²	300,000				
Mill Road Realignment at Hwy. 58	35,000				
Pioneer Parkway Extension, Harlow Rd. to Beltline Rd. ⁴	400,000				
Royal Avenue, Terry St. to Green Hill Rd.			200,000		
Sears Road, MP 0.62 to Saginaw Road East					110,000
West Boundary Road, end of pavement to Corps boat ramp			250,000		
Wilkes Drive, River Road to River Loop #1					140,000
TOTAL	986,000	580,000	470,000	853,000	610,000

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

GENERAL CONSTRUCTION	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
31st Street, Hayden Bridge to U Street					1,300,000
Beaver Street/Hunsaker Lane, Division Ave. to River Rd.				2,000,000	
Bernhardt Heights Realignment	160,000			1,133,000	
Briggs Hill Road, MP 2.50 to MP 4.01					
Cedar Flat Road, Hwy. 126 to East Cedar Flat Rd.		400,000			
Clear Lake Road, Jensen Ln. to Canary Rd.	1,500,000				
Delta/Beltline Interchange		7,850,000			
Dillard Road, BCM to Hwy. 99				2,400,000	2,300,000
Franklin Blvd. East, I-5 Frontage to Twin Buttes Road					
Game Farm Road, Eugene City Limits to Coburg Rd.		2,000,000			
Green Hill Road, RR x-ing to Clear Lake Rd.				2,100,000	
Hall Road, MP 4.56 to MP 5.88				900,000	
Hulbert Lake Road, Ferguson Rd. to Benton Cnty. Line		1,400,000			
Jasper Road Extension, S. 57th St. to Jasper Road	2,500,000				
Lingo Lane at Hwy. 99E	360,000				
McVay Highway Realignment, Bloomberg Rd. to 30th Ave. ²	500,000				
Mill Road Realignment, At Hwy. 58	350,000				
Pioneer Parkway Extension, Harlow Rd. to Beltline Rd. ³	4,800,000				
Royal Ave. Terry St. to Green Hill Rd.			2,000,000		
Sears Road, MP 0.62 to Saginaw Road East					1,100,000
West Boundary Road, end of pavement to Corps boat ramp			2,500,000		
Wilkes Drive, River Road to River Loop #1					1,400,000
TOTAL	10,170,000	11,650,000	4,700,000	8,533,000	6,100,000

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

STRUCTURES	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
Covered Bridge Painting/Roofing	150,000				
Lane County Bridge Crack Investigation and Repair					
Row River Road, MP 2.09 (\$50,000)					
Row River Road, MP 16.64 (\$50,000)					
Sharps Creek Road, MP 6.48 (\$50,000)	200,000				
Brice Creek Road, MP 3.31 (\$50,000)					
Irving Overpass			4,000,000		
Lowell Covered Bridge ⁴	2,200,000				
Nelson Mountain Road, MP 10.48	250,000				
TOTAL	2,810,000	0	4,000,000	0	0

PAVEMENT FUND	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
Overlays and Rehabilitation	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000
TOTAL	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000

SAFETY IMPROVEMENTS	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
Safety Improvements Fund - Royal Avenue at Fisher	250,000				
TOTAL	250,000	0	0	0	0

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

PAYMENTS TO OTHER GOVERNMENT AGENCIES	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
County/City Road Partnership Payments ⁵	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
42nd Street signal at Eug/Spfld Hwy westbound on-ramp ⁶ (CaPP)	200,000				
Hwy. 126 at Thurston - ODOT (CaPP)	500,000				
Springfield/Creswell Hwy Bike/Pedestrian Facility at I-5 - ODOT (CaPP)	300,000				
TOTAL	3,500,000	2,500,000	2,500,000	2,500,000	2,500,000

PEDESTRIAN AND BICYCLE IMPROVEMENTS	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
Ridgeway Road, Hwy 58 to MP 1.0		620,000			
South Jetty Road, Hwy 101 to BLM Road			390,000		
Warthen Road, Territorial Hwy to Knight Road				2,500,000	
Wendling Road, Marcola Road to Paschelke Road					1,000,000
TOTAL	0	620,000	390,000	2,500,000	1,000,000

COMMUNITY DEVELOPMENT ROAD IMPROVEMENT ASSISTANCE PROGRAM	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
City of Eugene - Judkins Point Interchange	200,000				
Unencumbered Balance	814,471	0	0	0	0
TOTAL	1,014,471	0	0	0	0

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

ROADS FOR ASSISTED HOUSING PROJECTS	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
Assisted Housing Fund	1,232,000	0	1,000,000	0	0
TOTAL	1,232,000	0	1,000,000	0	0

CULVERT REPLACEMENT FOR FISH PASSAGE	FY 03-04	FY 04-05	FY 05-06	FY 06-07	FY 07-08
Culvert Fund	180,000	300,000	300,000	200,000	200,000
Herman Road, 1625, MP 0.80	20,000				
Simonsen Road, 4096, MP 1.50	25,000				
Cook Road, 4354, MP 1.55	25,000				
Sweet Creek Road, 5036, MP 3.45	25,000				
Richardson Upriver Road, 4386, MP 1.40	15,000				
Parsons Creek Road, 1966, MP 2.9	65,000				
Mohawk River Road, 1990, MP 1.70	20,000				
Mohawk River Road, 1990, MP 1.75	25,000				
TOTAL	400,000	300,000	300,000	200,000	200,000

NOTES

- 1) Right-of-way costs are approximate based on anticipated right-of-way impacts that are not defined in the early stages of project development. These costs are subject to change as design concepts are refined.
- 2) McVay Highway Realignment is contingent upon the schedule for development of the Armory site currently being proposed.
- 3) Pioneer Parkway Extension is a cooperative project with the City of Springfield. Amount shown in CIP comes from 02-06 CIP allocation and CaPP program award. Total project costs for the Pioneer Parkway Extension is \$9,300,000 including a total right-of-way cost of \$2,880,000.
- 4) Lowell Covered Bridge project will be funded by Forest Highway Enhancement Program (\$860,000) and from TEA-21 Enhancement Program (\$700,000).
- 5) The current County/City Road Partnership payments have been approved through FY 2003-2004. Allocations shown beyond this point assume continuation of the program. However, continuation of the program or the level of future payments will be approved annually at the discretion of the Board.
- 6) 42nd Street signal project subject to scoping and approval by ODOT.

Project Information

(Alphabetical Listing)

Abbreviations

Bridge #	State Bridge Number assigned to structure to identify ownership.
Condition Rating	The condition rating indicates the general condition of a bridge based on a scale from 0 to 9, with 9 representing a bridge in new condition. The AR represents "As Repaired" and OM represents "Original Member". The AR rating is not indicative of a permanent measure of repair but in the operational condition of a bridge.
AR / OM	
FC	Functional Classification
FY	Fiscal Year (e.g., if the FY listed is 1998, then it represents fiscal year 1997-98).
Length	Total length of bridge.
MP	Milepost
NA	Not Applicable or Not Available at time of printing.
Project #	County's cost accounting number for project.
R/W	Right-of-Way
Road #	Number assigned to each road by the Public Works Department for maintenance purposes. Maintenance road numbers are not legal road numbers.
Substructure	Supporting part of a structure; the foundation.
Types	
A	Abutment
B	Backwall
C	Cap
CN	Concrete
F	Footing
P	Pile
Po	Post
PR	Pier
S	Steel
W	Wood
Superstructure	Structure above the foundation.
Types	
AR	Arch
BC	Box Culvert
BX	Box Beam
C/S	Concrete/Steel
CH	Channels
CN	Concrete (cast in place)
CNS	Concrete Slab
DT	Deck Truss
G	Girder
GL	Glu-Lam
PCN	Prestressed Concrete
PT	Pony Truss
S	Steel
ST	Steel Truss
T	T-Beams
W/S	Wood/Steel
WD	Wood
WDC	Wood Covered Truss
WLS	Wood Long Stringer
SR	Sufficiency Rating - calculated by the State Bridge Maintenance Section. This rating indicates bridge functional obsolescence and public use in addition to its structural adequacy and safety.
TRS	Township, Range, Section. Location of bridge (includes sequence letter if more than one bridge per section).
Width	Total width of the bridge usable to vehicles and pedestrians (rounded to nearest foot).

31st Street

Hayden Bridge Road to U Street

Road #: 1925-00

MP: 0.321 to 0.905

FC: Major Collector

Project #: 3320-2

Category: GENERAL CONSTRUCTION

Scope: Upgrade to 2 to 3-lane urban facility

Justification: Initially identified in Transplan as project #765. Confirmed through needs analysis in Draft Lane County Transportation System Plan project #35. Targeted for improvements due to its substandard width and inadequate pavement structure as indicated by its crushed base equivalent (CBE) of 7 inches.

FY	<u>2008</u>
Cost:	1,300,000
R/W:	130,000
TOTAL:	1,430,000

42nd Street Signal, Eugene/Springfield Hwy westbound on-ramp

City of Springfield

Category: PAYMENTS TO OTHER GOVERNMENT AGENCIES

Scope: Participate in installing a traffic signal at this location.

Justification: CaPP Project. Signal warrants and project scope need to be approved by ODOT for this connection with the Eugene/Springfield Highway.

FY	<u>2004</u>
Cost:	200,000
R/W:	NA
TOTAL:	200,000

Assisted Housing Fund

Category: ROADS FOR ASSISTED HOUSING PROJECTS

Scope: Fund for Road Fund eligible improvements that assist in the development of low-income housing.

Justification: An Intergovernmental Agreement (IGA) with Eugene, Springfield, and the Housing Authority and Community Services Agency (HACSA) defines a coordination effort in addressing the housing needs of Lane County. As part of the agreement, Lane County has agreed to consider requests for Road Fund assistance in the development of low-income housing.

FY	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Cost:	1,232,000	0	1,000,000	0	0
R/W:	NA	NA	NA	NA	NA
TOTAL:	1,232,000	0	1,000,000	0	0

Beaver Street/Hunsaker Lane

Division Avenue to River Road

Road #: 3320-00

MP: 0.00 to 1.141

FC: Minor Collector

Project #: 3320-2

Category: GENERAL CONSTRUCTION

Scope: Upgrade to 2-lane urban facility

Justification: TransPlan project #527 – This road experiences heavy traffic volumes during peak periods. The road acts as the entrance for many residents who live in the Santa Clara area. Santa Clara Elementary School at the corner of Hunsaker Lane and River Road recently closed.

FY	<u>2007</u>
Cost:	2,000,000
R/W:	200,000
TOTAL:	2,200,000

Bernhardt Heights Road

Road #: 5052-00
MP: 0.00 to 3.674
FC: Rural Local

Project #: 5052-1
Category: GENERAL CONSTRUCTION
Scope: Realignment using existing BPA private roadway and establishing new Roadway up to neighborhood.
Justification: Road stability problems persist along this narrow, steep gravel road.

FY	<u>2004</u>
Cost:	160,000
R/W:	15,000
TOTAL:	176,000

Bridge Crack Investigation and Repair

Category: STRUCTURES
Scope: Fund for investigation and repair of County owned bridges experiencing structural cracking.
Justification: Recent bridge inspections done by a consultant for ODOT doing annual inspections of the state's bridges identified some bridges with structural cracking. The bridges that will be identified under this fund need further investigation as to the extent of cracking and its affect on structural integrity of these bridges.

FY	<u>2004</u>
Cost:	200,000
R/W:	NA
TOTAL:	200,000

NOTE: Bridges identified will be listed in the Summary Tables.

Briggs Hill Road

Road #: 4090-00
MP: 2.50 to 4.01
FC: Minor Collector

Project #: 4090-1
Category: GENERAL CONSTRUCTION
Scope: Widen and Overlay
Justification: This road segment shows up on the Lane County overlay list often, but is taken off due to its narrow width, inadequate base and drainage issues.

FY	<u>2007</u>
Cost:	1,133,000
R/W:	113,000
TOTAL:	1,246,000

Cedar Flat Road

Highway 126 to East Cedar Flat Road

Road #: 1050-00
MP: 0 to 0.5
FC: Rural Local

Project #: 1050-2
Category: GENERAL CONSTRUCTION
Scope: Realignment and widening to provide paved shoulders.
Justification: Narrow winding road. Improvements would match upper end of road that has previously been improved.

FY	<u>2005</u>
Cost:	400,000
R/W:	40,000
TOTAL:	440,000

Clear Lake Road, MP 1.67 to 4.23

Jensen Lane to Canary Road

Road #: 5340-00

MP: 1.67 to 4.23

FC: Rural Major Collector

Project #: 5340-2

Category: GENERAL CONSTRUCTION

Scope: Widen to provide paved shoulders.

Justification: Potential bicycle and pedestrian use and demonstrated public support for the project. Current roadway has little or no paved shoulders. Widening activities should include use of the existing paved surface in order for the County to realize the full benefit of the asphalt overlay constructed in 1992.

FY	<u>2004</u>
Cost:	1,500,000
R/W:	150,000
TOTAL:	1,650,000

Community Development Road Improvement Assistance Fund

Category: Community Development Road Improvement Assistance Program

Scope: Grant program to fund road infrastructure improvements determined to be in the community best interest.

Justification: This is a grant program administered through guidelines established in Lane Manual, Section 15.800. Timing of expenditures from this program is determined by individual project allocations through the Board of County Commissioners. Funds not allocated in the first year of the CIP will be carried forward to future years unless otherwise directed by the Board.

FY	<u>2004</u>
Cost:	814,471
R/W:	NA
TOTAL:	814,471

NOTE: Projects identified in the first year of the CIP will be listed in the Summary Tables. Projects selected through a call for applications up to twice a calendar year.

County/City Road Partnership Program

Category: PAYMENTS TO OTHER AGENCIES

Scope: Provide County Road Fund monies to the incorporated cities of Lane County for general street purposes.

Justification: The payment distribution structure is based on the number of city road miles within each city as a percentage of the total city road miles within Lane County as defined by the State Mileage Report.

FY	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Cost:	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000
R/W:	NA	NA	NA	NA	NA
TOTAL:	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000

NOTE: The current County/City Road Partnership payments have been approved through FY 2003-2004. Allocations shown beyond this point assume continuation of the program. However, continuation of the program or the level of future payments will be approved annually at the discretion of the Board of County Commissioners.

Covered Bridge Fund (Painting/Roofing)

Category: STRUCTURES

Scope: Fund to cover contract services for the maintenance of Lane County's in-service covered bridges.

Justification: With 20 covered bridges, Lane County has the distinction of possessing more covered bridges than any other county west of the Appalachians. Of the 17 that are maintained by Lane County, all are listed in the National Register of Historic Places, and 14 are in-service. These wooden bridges require frequent maintenance in order to preserve Lane County's heritage.

FY	<u>2004</u>
Cost:	150,000
R/W:	NA
TOTAL:	150,000

NOTE: Only in-service (open to vehicular traffic) bridges are eligible to receive Road Fund monies.

Culvert Replacement For Fish Passage

Category: Culvert

Scope: Fund to expedite replacement of resource agency identified high priority fish passages.

Justification: The Oregon Department of Fish and Wildlife (ODFW) has identified nearly 300 culverts under Lane County roads that the Department believes impede Coho or Chinook salmon passage at some stage in their lifecycle. The establishment of this fund is intended to dedicate Road Fund resources to replace culverts that are low or medium priorities from a road perspective, but are high priorities from an ODFW or resource agency perspective.

FY	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Cost:	220,000	300,000	300,000	200,000	200,000
R/W:	NA	NA	NA	NA	NA
TOTAL:	400,000	300,000	300,000	200,000	200,000

NOTE: Culverts identified for replacement in the first year of the CIP will be listed in the Summary Tables.

Delta/Beltline Interchange

Interchange, Beltline Bridge over Willamette River.

Project #: 1730-1

FC: Principal Arterial

Category: GENERAL CONSTRUCTION

Scope: Interchange improvements.

Justification: TransPlan project #103 - capacity and safety problems with existing alignment. Weaving and merging problems due to proximity of entrance and exit ramps on Delta Highway at Beltline and high traffic volume.

FY	<u>2005</u>
Cost:	7,850,000
R/W:	200,000
TOTAL:	8,050,000

Dillard Road, MP 0.00 to 4.02

Highway 99 to Eugene UGB

Road #: 1870-00

MP: 0.00 to 4.016

Project #: 1870-1

FC: Minor Collector

Category: GENERAL CONSTRUCTION

Scope: Shoulder widening

Justification: This road is popular with bicyclists that like to climb hills on rural routes. Currently there is little or no accommodation for bicycles.

FY	<u>2007</u>
Cost:	2,400,000
R/W:	240,000
TOTAL:	2,640,000

Franklin Boulevard East

I-5 Frontage to Twin Buttes Road

Road #: 1825-00

MP: 0.00 to 1.121

FC: Major Collector

Category: GENERAL CONSTRUCTION

Scope: Widen and Overlay

Justification: Identified through Draft Lane County TSP needs analysis, Project #85. Targeted for improvements due to its substandard width and relatively high ADT of 4800. Projected increases in traffic warrant modernization of this section with the addition of adequate paved shoulders.

FY:	<u>2008</u>
Cost:	2,300,000
R/W:	230,000
TOTAL:	2,530,000

Game Farm Road North, MP 0.61 to 1.69

Eugene city limits to Coburg Road.

Road #: 1710-00

MP: 0.61 to 1.69

FC: Urban Collector

Project #: 1710-1

Category: GENERAL CONSTRUCTION

Scope: Improve to urban standards.

Justification: TransPlan Project #654 - Identified from list of urban collector/arterials (roads within Urban Growth Boundaries) without urban standards. Located in the north Eugene area with a large amount of developable land, Game Farm Road North will experience an increase of traffic in the not too distant future.

FY: 2005
Cost: 2,000,000
R/W: 200,000
TOTAL: 2,200,000

Green Hill Road, MP 1.869-5.072

RR X-ing to Clear Lake Road.

Road #: 4270-00

MP: 1.869 to 5.072

FC: Rural Major Collector (FAS)

Project #: 4270-1

Category: GENERAL CONSTRUCTION

Scope: Addition of shoulders, curb and gutter, or combination thereof.

Justification: This roadway borders along the edge of the urban growth boundary and also serves as a major route to Fern Ridge Reservoir, the Eugene Airport, and the community of Alvadore.

FY: 2007
Cost: 2,100,000
R/W: 210,000
TOTAL: 2,310,000

Hall Road, MP 4.56-5.88

Road #: 3625-00

MP: 4.56 to 5.88

FC: Rural Minor Collector

Project #: 3625-3

Category: GENERAL CONSTRUCTION

Scope: Paving gravel portion of this road.

Justification: This section of Hall Road bonded by paved surfaces on both ends. Paving this section of Hall Road will help maintenance crews service this road more efficiently.

FY: 2007
Cost: 900,000
R/W: 90,000
TOTAL: 990,000

Highway 126 @ Thurston

ODOT

Category: PAYMENTS TO OTHER GOVERNMENT AGENCIES

Scope: Participate in construction of turn lane.

Justification: CaPP Project. Eastbound traffic turning left must stop to yield to westbound traffic. Sight distance problems.

FY: 2004
Cost: 500,000
R/W: NA
TOTAL: 500,000

Hulbert Lake Road

Ferguson Road to Benton County

Road #: 3454-00

MP: 0.00 to 2.39

FC: Rural Local

Project #: 3454-1

Category: GENERAL CONSTRUCTION

Scope: Road reconstruction and drainage

Justification: The road base is inadequate and maintenance crews continue to repair as needed.

FY	<u>2005</u>
Cost:	1,400,000
R/W:	140,000
TOTAL:	1,540,000

Irving Road @ NW Expressway

Irving Overpass

Road #: 3268-00

MP: 1.360

FC: Urban Minor Arterial

Project #: 3268-1

Category: GENERAL CONSTRUCTION

Scope: TransPlan project #530, Construct overpass over NW Expressway and railroad. Signalize access on north side.

Justification: Current gate times at the existing at-grade railroad crossing approach 2 hours per day. Overpass was planned for and partially designed in conjunction with Irving Road Improvement project #76308 completed in 1995.

FY	<u>2006</u>
Cost:	4,000,000
R/W:	200,000
TOTAL:	4,200,000

Jasper Road Extension – 57th to Jasper Road

57th to Jasper Road

Project #: 1994-1

Category: GENERAL CONSTRUCTION

Scope: Second phase of a new arterial between the Eugene-Springfield Highway and the Springfield-Creswell Highway. The roadway will include curbs, bicycle lanes and sidewalks within the Springfield city limits, a rural section to the south and an improved, at-grade, railroad crossing and intersection with Jasper Road.

Justification: TransPlan project #66 - The new extension would shift through traffic away from S. 57th Street and Mt. Vernon Road. It would reduce traffic near the cemetery by S. 57th Street and Mt. Vernon Road, at the railroad crossing by Mt. Vernon Road and Jasper Road, and on Main Street between 58th Street and the freeway. Listed in

FY	<u>2004</u>
Cost:	2,500,000
R/W:	125,000
TOTAL:	2,625,000

Lingo Lane

Lingo Lane at Noraton/Hwy 99E

Road #: 3480-00

MP: 0 to 0.27

FC: Urban Collector

Project #: 3480-1

Category: GENERAL CONSTRUCTION

Scope: Realign and add turn lane on Hwy 99E.

Justification: CaPP Project – There is no center turn lane on Highway 99E at this Y-type intersection. This intersection has been identified as the top priority for improvements for County roads that intersect State Highways due to accident history.

FY	<u>2004</u>
Cost:	360,000
R/W:	36,000
TOTAL:	396,000

Lowell Covered Bridge

Interpretive Center

Road #: 6220-00

MP: 11.2

FC:

Project #: 6220-1

Category: STRUCTURE

Scope: The project has three components 1) Bridge Rehabilitation, 2) Site work which includes a parking facility, and 3) the construction of an Interpretive Center.

Justification: The project is fully funded with grant money from several sources: \$860,000 of Forest Highway money and \$700,000 from a Transportation Enhancement Grant.. The Board declared the site a Rest Area and allowed expenditures from Road Fund up to \$500,000

FY	<u>2004</u>
Cost:	2,200,000
R/W:	N/A
TOTAL:	2,200,000

Marcola Road, MP 11.49-16.08

Wending Road to Johnson Road

Road #: 1900-00

MP: 11.49 to 16.08

FC: Rural Major Collector (FAS)

Project #: 1900-1

Category: GENERAL CONSTRUCTION

Scope: Widen and overlay.

Justification: High speeds and heavy truck traffic necessitate a need to widen the existing 24 foot pavement and add shoulders to meet current standards. The roadway was overlaid with 2 inches of asphalt in 1988, with an additional 2 inches planned for this project when shoulders are added. Project will complete needed pavement structure. This project also includes work on Cash Creek Bridge. The timber piling and caps are decayed and require replacement. Helper bents have been installed by County Forces to assist the decayed members. The bridge will probably be replaced. Realignment in the vicinity of the bridge will be considered and alignment chosen will depend on design concept approved by the Board of Commissioners.

FY	<u>2006</u>
Cost:	
R/W:	270,000
TOTAL:	

EXISTING BRIDGE DATA

TRS	Bridge #	Superstructure	Substructure	Width	Length	Year Built	SR	Condition Rating
16S 1W 05B	14636A	PCN	WCNCP	30	46	1964	84.8	AR / OM 8 / 6

McVay Highway Realignment

Bloomberg Road to 30th Avenue

Project #: 1735-1

Category: GENERAL CONSTRUCTION

Scope: Construct connector road between Bloomberg Road and 30th Avenue.

Justification: TransPlan project #297 - Traffic conditions on McVay Highway during Lane Community College peak hour commuter arrivals make traffic operations, in general, difficult for the area.

FY	<u>2004</u>
Cost:	500,000
R/W:	300,000
TOTAL:	800,000

Mill Road Realignment

Hwy 58 to Wheeler Road

Road #: 6102-00

MP: 0.00 to 0.249

FC: Rural Local

Project #: 6102-1

Category: GENERAL CONSTRUCTION

Scope: Realignment

Justification: CaPP Project – The existing intersection is too close to railroad overcrossing. Observed safety problems with eastbound traffic on Hwy 58 stopping for left turns onto Mill Road.

FY	<u>2004</u>
Cost:	350,000
R/W:	35,000
TOTAL:	385,000

Nelson Mountain Road, MP 10.39

Chickahominy

Road #: 3670-00

MP: 10.39

FC: Rural Minor Collector

Project #: 3670-1

Category: STRUCTURE

Scope: Bridge replacement.

Justification: Decaying wooden substructure. Retirement of bridges with wood components.

FY	<u>2004</u>
Cost:	260,000
R/W:	NA
TOTAL:	260,000

EXISTING BRIDGE DATA								Condition
TRS	Bridge #	Superstructure	Substructure	Width	Length	Year Built	SR	Rating
17S 8W 14	39C388	PCN	SCP	28	30	1984	95.6	AR / OM 7

Overlays and Rehabilitation

Category: PAVEMENT FUND

Scope: Fund for asphalt overlays to selected roads within the County road network.

Justification: An asphalt overlay is intended to extend the life of a pavement surface when the surface condition of a road is at a point in its deterioration curve (non-linear) that proves to be economically prudent. Without this preservation effort, roads deteriorate to a point where only reconstruction efforts are suitable, requiring a substantial increase in capital costs.

FY	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Cost:	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000
R/W:	NA	NA	NA	NA	NA
TOTAL:	2,300,000	2,300,000	2,300,000	2,300,000	2,300,000

NOTE: Although pavement overlay work is considered a preservation effort, it is done by contract and comes from the capital budget. Pavement overlays should not be confused with blade patching (repairs to pavement surface in spot locations by County Forces) or chip sealing that are an Operations, Maintenance & Preservation (OM&P) expenditure.

Pioneer Parkway Extension

Harlow Road to Beltline

Road #:

MP:

FC: Minor Arterial

Project #: 1904-1

Category: GENERAL CONSTRUCTION

Scope: CaPP Project - Construct extension of Pioneer Parkway in partnership with the City of Springfield. Lane County construction contract.

Justification: Part of TransPlan project # 606

FY	<u>2004</u>
Cost:	4,800,000
R/W:	400,000
TOTAL:	5,200,000

Ridgeway Road

Highway 58 to MP 1.0 (Pleasant Hill)

Road #: 6058-00

MP: 0.00 to 1.00

FC: Minor Collector

Project #:

Category: PEDESTRIAN AND BICYCLE IMPROVEMENTS

Scope: Project may consist of the installation of bike lanes, sidewalks, striping to delineate bike lanes, or the addition of paved shoulders for bike and pedestrian use.

Justification: A list of bike and pedestrian projects was created under the Transportation System Plan for areas outside of cities serving destinations such as stores, schools and community centers in rural communities. The CIP category will also consider ped/bike projects on county facilities identified in city TSP's.

FY	<u>2005</u>
Cost:	620,000
R/W:	
TOTAL:	620,000

Royal Avenue

Terry Street to Green Hill Road.

Road #: 1455-00

MP: 2.267 to 3.267

FC: Urban Collector

Project #: 1455-2

Category: GENERAL CONSTRUCTION

Scope: Improve to urban standards.

Justification: Identified from list of urban collector/arterials (roads within Urban Growth Boundaries) without urban standards. Located in the Bethel area of Eugene with a large amount of developable land, Royal Avenue will experience an increase of traffic in the not-too-distant future.

FY	<u>2006</u>
Cost:	2,000,000
R/W:	200,000
TOTAL:	2,200,000

Safety Improvement Fund

Category: SAFETY IMPROVEMENT

Scope: Fund for localized improvements to the road network.

Justification: Accident records on file or multiple complaints from the public spur investigations about the possible lack of safety features or poor design of a spot location in the transportation network. Projects that are identified, are usually placed in the first two years of the CIP. The fund, usually placed in latter years, is a recognition of potential capital expenditures that have not surfaced or are under investigation.

FY	<u>2004</u>
Cost:	250,000
R/W:	NA
TOTAL:	250,000

NOTE: Safety Improvements identified in the first year of the CIP will be listed in the Summary Tables.

Sears Road, MP 0.62-3.24

MP 0.62 to Saginaw Road East

Road #: 2410-00

MP: 0.62 to 3.24

FC: Rural Minor Collector

Category: GENERAL CONSTRUCTION

Scope: Strengthening of an inadequate pavement structure. Further study is needed on design standards.

Justification: This road is posted with weight limits. The roadway surface was rated at 46 (poor condition) in 1986 and received a "double oil shot" approximately 1/2 inch thick. This resulted in an improved surface condition rating, but did not address the structural problems of the roadway.

FY	<u>2008</u>
Cost:	1,100,000
R/W:	NA
TOTAL:	1,100,000

South Jetty Road

Highway 101 to BLM Road (Florence)

Road #: 5300-00

MP: 0.00 to 0.69

FC: Minor Collector

Project #:

Category: PEDESTRIAN AND BICYCLE IMPROVEMENTS

Scope: Project may consist of the installation of bike lanes, sidewalks, striping to delineate bike lanes, or the addition of paved shoulders for bike and pedestrian use.

Justification: A list of bike and pedestrian projects was created under the Transportation System Plan for areas outside of cities serving destinations such as stores, schools and community centers in rural communities. The CIP category will also consider ped/bike projects on county facilities identified in city TSP's.

FY	<u>2006</u>
Cost:	390,000
R/W:	
TOTAL:	390,000

Springfield/Creswell Highway Bike/Ped Improvements at I-5

ODOT

Category: PAYMENTS TO OTHER GOVERNMENT AGENCIES

Scope: Participate in construction of Bike/Ped facilities crossing I-5

Justification: CaPP Project - Current Bridge structure does not accommodate space for each mode. As Creswell develops on the east side of I-5, concern for safety of different travel modes increases.

FY	<u>2004</u>
Cost:	300,000
R/W:	NA
TOTAL:	300,000

Warthen Road

Territorial Highway to Knight Road (Veneta)

Road #: 4024-00

MP: 0.00 to 4.008

FC: Minor Collector

Project #:

Category: PEDESTRIAN AND BICYCLE IMPROVEMENTS

Scope: Project may consist of the installation of bike lanes, sidewalks, striping to delineate bike lanes, or the addition of paved shoulders for bike and pedestrian use.

Justification: A list of bike and pedestrian projects was created under the Transportation System Plan for areas outside of cities serving destinations such as stores, schools and community centers in rural communities. The CIP category will also consider ped/bike projects on county facilities identified in city TSP's.

FY	<u>2007</u>
Cost:	2,500,000
R/W:	
TOTAL:	2,500,000

Wendling Road

Marcola Road to Pascheike Road (Marcola)

Road #: 1975-00

MP: 0.00 to 1.599

FC: Minor Collector

Project #:

Category: PEDESTRIAN AND BICYCLE IMPROVEMENTS

Scope: Project may consist of the installation of bike lanes, sidewalks, striping to delineate bike lanes, or the addition of paved shoulders for bike and pedestrian use.

Justification: A list of bike and pedestrian projects was created under the Transportation System Plan for areas outside of cities serving destinations such as stores, schools and community centers in rural communities. The CIP category will also consider ped/bike projects on county facilities identified in city TSP's.

FY 2008
Cost: 1,000,000
R/W:
TOTAL: 1,000,000

West Boundary Road

End of pavement to Corps of Engineers boat ramp.

Road #: 6270-00

MP: 1.7 to 6.4

FC: Rural Local

Project #: 6270-1

Category: GENERAL CONSTRUCTION

Scope: Construction of a two-lane paved road to standards from the edge of the existing improved section.

Justification: The existing road is varied in width, but averages 19 feet wide. West Boundary Road is a 16 mile long road along the north shore of Lookout Point Reservoir. It is currently paved for the first 1.6 miles. Requests have been received from residents on the road to pave 3 to 5 miles of additional road.

FY 2006
Cost: 2,500,000
R/W: 250,000
TOTAL: 2,750,000

Wilkes Drive

River Road to River Loop #1

Road #: 3214-00

MP: 0.00 to 0.932

FC: Major Collector

Project #:

Category: GENERAL CONSTRUCTION

Scope: Construction of 2 to 3-lane urban standards.

Justification: Identified for improvements through Draft Lane County TSP needs analysis, project #44. The easterly portion of Wilkes Drive narrows considerably to 22' with an average daily traffic (ADT) of 800, while ADT's of 3000-4000 exist on the western portion. The high use of this road warrants a full urban standards project with consistent bike lanes and sidewalks along its length. Identified in TransPlan as project #554.

FY 2008
Cost: 1,400,000
R/W: 140,000
TOTAL: 1,540,000

Status of Previously Adopted Projects

Status of Previous Projects FY 2001-2002

<i>Category</i>	<i>Approved CIP Amount (\$)</i>	<i>Year to Date (\$)</i>	<i>Status</i>
STRUCTURES			
Covered Bridge Painting/Roofing	150,000	138,844	Complete
Delta Road (Horse Creek Bridge)	430,000	-	Move to FY 2002-2003
Marcola Road , Sunderman to Shadows Dr.	2,500,000	1,792,505	80% Complete
Nelson Mountain Road	250,000	-	Move to FY 2003-2004
Seavey Way	1,400,000	-	Move to FY 2002-2003
Wilkins Road	225,000	-	Dropped from CIP
TOTAL STRUCTURES	4,955,000	1,931,349	
GENERAL CONSTRUCTION			
Jasper Road Extension, Main St. to 58 th	1,350,000	-	Bid Opening close, may not make FY 02-03
Jasper Road Extension, 58 th to Jasper Road	2,250,000	-	Move to FY 2003-2004
Marcola Road, Parsons Creek to Wendling	1,200,000	-	Move to FY 2002-2003
Pearl Street, Miller to Coburg Ind. Way	750,000	705,197	97% Complete
Prairie Road, Carol to Enid	1,200,000	1,112,461	100% Complete
TOTAL GENERAL CONSTRUCTION	5,400,000	1,817,658	
PAVEMENT FUND			
Overlays and Rehabilitation	2,300,000	2,332,804	Two contracts – 100% Complete
TOTAL PAVEMENT FUND	2,300,000	2,332,804	
SAFETY IMPROVEMENTS			
Brice Creek Road spot improvements	360,000	233,661	100% Complete
Delta Hwy Onramp from Willagillespie	125,000	62,036	100% Complete
Stagecoach Road embankment stabilization	500,000	-	Move to FY 2003-2004
TOTAL SAFETY IMPROVEMENTS	985,000	295,697	
PAYMENTS TO OTHER GOVERNMENT AGENCIES			
Westfir Rest Area Project	62,000	62,000	100% Complete
TOTAL PAYMENTS TO OTHER GOVERNMENT AGENCIES	62,000	62,000	

Status of Previous Projects FY 2002-2003

<i>Category</i>	<i>Approved CIP Amount (\$)</i>	<i>Year to Date (\$)</i>	<i>Status</i>
STRUCTURES			
Covered Bridge Painting/Roofing	150,000		- Bid Opening in May 2003
Delta Road (Horse Creek Bridge)	430,000		- Bid Opened Feb. 2003 – Western Oregon Excavation apparent low bidder with \$196,412
Seavey Way	1,700,000		- Bid Awarded to Concrete Enterprises April 2003 - \$1,220,980
TOTAL STRUCTURES	2,280,000	0	
GENERAL CONSTRUCTION			
Irvington Drive, River Road to NW Expressway	3,600,000		- Bid Opening in May 2003
Lingo Lane at Hwy 99E	360,000		- Move to FY 2003-2004
Marcola Road, Parsons Creek to Wendling	1,700,000		- Bid Opened May 2003 – Morse Bros. \$1,226,077
River Road, Carthage to Beacon	1,000,000		- Bid opening in April 2003
River Road @ Hwy 99	500,000		- Move to FY 2003-2004
TOTAL GENERAL CONSTRUCTION	7,160,000	0	
PAVEMENT FUND			
Overlays and Rehabilitation	2,300,000		- Two Contacts awarded totaling \$1,628,838
TOTAL PAVEMENT FUND	2,300,000	0	
SAFETY IMPROVEMENTS			
Stagecoach Road embankment stabilization	700,000		- Move to FY 2003-2004
TOTAL SAFETY IMPROVEMENTS	700,000	0	
PAYMENTS TO OTHER GOVERNMENT AGENCIES			
2 nd Street Extension -Florence	275,000	13,194	IGA Executed
42 nd Street Signal - Springfield	200,000	-	Move to FY 2003-2004
Hwy 99, 3 rd Street to Flat Creek	1,000,000	1,000,000	Payment Made
Hwy 99 at Harrison – Cottage Grove	720,000	-	IGA by May 2003
Hwy 58 at Industrial Way - ODOT	240,000	-	IGA by May
Hwy 126 at Thurston - ODOT	500,000	-	IGA by May
Hwy 126 Frontage Road - Veneta	558,400	139,827	IGA Executed
Sprfld/Creswell Hwy Bike/Ped facility at I5 - ODOT	300,000	-	Move to FY 2003-2004
Oak Street, 5 th to Willamette	325,000	-	IGA unresolved
TOTAL PAYMENTS TO OTHER GOVERNMENT AGENCIES	4,118,400	1,153,021	

<i>Category</i>	<i>Approved CIP Amount (\$)</i>	<i>Year to Date (\$)</i>	<i>Status</i>
ROADS FOR ASSISTED HOUSING PROJECTS			
Orchard Park – St. Vincent DePaul	85,000	-	
Santa Clara Plaza – St. Vincent DePaul	115,000	-	
Walnut Park - (NEDCO)	52,000	-	
TOTAL ROADS FOR ASSISTED HOUSING PROJECTS	252,000	0	
 CULVERT REPLACEMENT FOR FISH PASSAGE			
Herman Road, MP 0.80	20,000	-	Move to FY 2003-2004
Simonsen Road, MP 1.50	25,000	-	Move to FY 2003-2004
Cook Road, MP 1.55	25,000	-	Move to FY 2003-2004
Sweet Creek Road, MP 3.45	25,000	-	Move to FY 2003-2004
Richardson Upriver Road, MP 1.40	15,000	-	Move to FY 2003-2004
Parsons Creek Road, MP 2.90	65,000	-	Move to FY 2003-2004
Mohawk River Road, MP 1.70	20,000	-	Move to FY 2003-2004
Mohawk River Road, MP 1.75	25,000	-	Move to FY 2003-2004
TOTAL ROADS FOR ASSISTED HOUSING PROJECTS	220,000	0	

Public Improvement Projects

FY 02/03

The Public Improvements Project List for FY 03-04 that follows is a countywide listing of all capital improvement contracts scheduled for FY 03-04. This list is forwarded to the Oregon Bureau of Labor and Industries as required by state law.

LANE COUNTY, OREGON
PUBLIC IMPROVEMENT PROJECTS FY 03/04

NOTE: Subject to Board action on the County-wide list of Public Improvement Projects for FY 03/04.
(Following that Board action, the entire list of Public Improvement Projects for FY03/04 will be inserted here)

ATTACHMENT 1

MEMO – January 29, 2003 Draft 04-08 CIP

Memo to the Roads Advisory Committee – January 29, 2003..... 1-1

Memo

To: Roads Advisory Committee
From: Mike Russell, Capital Improvement Coordinator
Date: January 29, 2003
Re: 04-08 Draft Capital Improvement Program

Discussion Item

Staff recommends releasing the Draft 04-08 CIP executive summary tables document for public review in anticipation of a public hearing scheduled for February 26, 2003.

This is the latest edition of the Draft 04-08 CIP executive summary tables. You will find that it has been refined since the preview presented to you on December 11, 2002.

As a general note, staff has highlighted the last two fiscal years of the program for special attention. The existing federal legislation that guarantees payments to counties with federal lands in them is set to expire in FY 06-07. We have no indication, at this point, of what a subsequent bill might look like and what affect it may have on the Road Fund. For now, we are taking a conservative approach by assuming the legislation will not be reauthorized and that payments from federal timber receipts will stop. If this proves to be true, the last two years of the Draft 04-08 CIP will be unfunded and the projects listed during these years will not be built unless other sources of revenue are found.

To be prudent, however, we do want to identify projects in these years and do what we can to bring them through the CIP process to be ready for reauthorization or additional funding when it becomes available. It is important to demonstrate need even if there are not resources to meet that need.

GENERAL CONSTRUCTION

31st Street – To the credit of the development of the Draft TSP, selection of potential projects for the CIP annually has been made easier through the Draft TSP Project List. This project is one of several that have risen to the top as needing urban improvements.

31st Street is targeted for improvements due to its substandard width and inadequate pavement structure as indicated by its CBE of 7 inches. It is approximately 20 feet wide with 1700 ADT. Its narrow width and relatively high ADT increased its priority for urban improvements on the TSP project list. Moreover, the project is in agreement with TransPlan, which identifies 31st Street for a 2 to 3 lane urban standards upgrade.

Bernhardt Heights Realignment – The Board of Commissioners adopted a design concept for this project during a regular meeting on December 4, 2002. In doing so, they also amended the 03-07 CIP to add this project under the General Construction category. The design concept they adopted uses an existing Bonneville Power Administration access road and then will transition to a new paved section to

be constructed under county contract. The project as shown in the Draft 04-08 CIP is consistent with the adopting Board Order.

Delta/Beltline Interchange – I highlight this project to give you an update on the status. Transportation Planning staff will be pursuing a transportation study to look at the effect of connecting Division Avenue with Green Acres at Delta Highway. This was brought up as a potential way of addressing the bottleneck at the Willamette River crossing on Beltline that affects operations on Delta Highway. Depending on the results of that study the project development for the Delta/Beltline Interchange may take longer and may affect the scheduling of this project. For now, we are leaving the project in FY 04-05 as it is in the current CIP.

Franklin Blvd. East - Franklin Blvd. East received a high priority on the TSP project list for its ADT of 4800 relative to its width of 28 feet. Projected increases in traffic warrant modernization of this section with the addition of adequate paved shoulders.

Milliron Road East – According to a letter received by staff on December 20, 2002, the Department of Corrections will not be requesting any funds from the legislature for the Junction City Correction Facility during the 2003-05 biennium. For now, the project remains on the program to be consistent with previous CIP adoption.

Pioneer Parkway Extension – This project is also mentioned here to give you status report. An Intergovernmental Agreement (IGA) with the City of Springfield has been signed outlining functions and responsibilities. Currently, the Board of Commissioners has not adopted the alignment or any design concept related to impacted county roads. Project development work by the City of Springfield has resulted in a recommendation for the "North Link" connection from the PPE to Deadmond's Ferry Road. This recommendation will be forwarded to the City Council for their consideration soon.

Intersection improvements at Pioneer Parkway and Harlow/Hayden Bridge are expected to negatively impact the operation of vehicles trying to come out of the Wayside Loop neighborhood. Since all of the roads in this neighborhood are County roads, the RAC may have a role in making a recommendation to the Board regarding this aspect of the entire Pioneer Parkway Extension project.

Sears Road - Sears Road has a relatively narrow width (22') for much of this section, and its CBE of 9 inches indicates an inadequate pavement structure. Since Sears Road is posted for load limitations and is expected to accommodate heavy truck traffic in the future, this section is identified for reconstruction and strengthening of the pavement structure. The improvements would increase the carrying capacity and function of the roadway.

Wilkes Drive – The easterly portion of Wilkes Drive narrows considerably to 22' with an ADT of 800, while ADTs of 3000-4000 exist on the western portion. The high use of this road warrants a full urban standards project, with consistent bike lanes and sidewalks provided along its length. This is consistent with TransPlan, which identifies Wilkes for upgrades to a 3-lane urban facility.

STRUCTURES

Crack Investigation and Repair – Recent bridge inspections done by a consultant for ODOT doing annual inspections of the state's bridges identified some bridges with structural cracking. The four bridges listed here have been identified as needing further investigation as to the extent of cracking and its affect on structural integrity of these bridges.

PAYMENT TO OTHER GOVERNMENT AGENCIES

42nd Street Signal at Eug/Spfld Hwy WB on-ramp – The City of Springfield performed an initial study at this location and determined that the intersection did not warrant a traffic signal at this time. The City feels, however, that continuing development in the area will begin to put more pressure on the

intersection and has requested that the project be reprogrammed for FY 03-04 when they think warrants will be met.

Spfld/Creswell Hwy Bike/Ped Facility at I-5 – ODOT is continuing with project development on this project and expects to construct improvements in FY 03-04.

PEDESTRIAN AND BICYCLE IMPROVEMENTS

The Lane County TSP included a needs assessment of county transportation facilities based on geometric, structural and operational conditions. A project list was then developed identifying capital improvement projects for incorporation in the CIP. While the needs assessment included projects that were considered "deficient" in categories such as width, crash rate, and pavement condition, the analysis did not directly consider how effectively the road network is serving non-motorized users within the developed areas of Lane County. Consequently, staff conducted a study of bike and pedestrian facilities around major destinations in rural unincorporated communities. This focused on a part of the transportation system that would not otherwise be captured by the conventional needs assessment and project identification process. Moreover, it fulfilled a requirement of the Transportation Planning Rule to "identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas" (OAR 660-012-0045). Incorporated cities are addressed in the respective urban TSPs.

A list of bike and pedestrian projects was created for areas outside of cities serving destinations such as stores, schools, and community centers. To enhance the accessibility of these destinations to alternate modes, a category was created in the CIP to facilitate the development of these bike-ped specific projects. The new CIP category will also consider bike-ped projects on county facilities identified in city TSPs.

These projects may consist of the installation of bike lanes, sidewalks, striping to delineate bike lanes, or the addition of a paved shoulder for bike and pedestrian use.

CULVERT REPLACEMENT FOR FISH PASSAGE

Specific projects identified for FY 02-03 have been shown in this category. The County went through a hiring process to hire an engineer to work specifically with these projects. Priorities prior to the adoption of the current CIP were given to the successful firm, which has delayed the projects identified under the current CIP. Therefore, the projects have been reprogrammed for FY 03-04.

This concludes the review of the DRAFT 03-07 CIP summary tables. Staff recommends releasing the Draft 04-08 CIP executive summary tables document for public review in anticipation of a public hearing scheduled for February 26, 2003.

ATTACHMENT 2

MINUTES - RAC CIP Public Hearing on February 26, 2003

Minutes of the Roads Advisory Committee – February 26, 2003..... 2-1

MINUTES
ROADS ADVISORY COMMITTEE

February 26, 2003
7:00 p.m.

MEMBERS PRESENT: Pete Maury, Don McClure, Jody Ogle, Tom Poage, Jack Radabaugh, Rex Redmon, Leo Stapleton

COUNTY STAFF: Ollie Snowden, Sonny Chickering, Tom Stinchfield, Mike Russell, Doug Putschler, Celia Barry, Vonnice Rainwater

Stapleton called the meeting to order at 7:00 p.m.

I. PUBLIC HEARING – FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FY 03/04-FY 07/08

Russell provided an overview of the update for the CIP FY 04/08 and highlighted how the Road Fund is funded. He indicated that the Federal legislation is due to expire in FY 06/07 and it's uncertain if it will be renewed. If it isn't, the last two years of the program will not be funded. He highlighted some of the changes in the draft CIP – 1) 31st Street added in FY 07/08, 2) Bernhardt Heights added in FY 03/04, 3) Delta/Beltline interchange moved to FY 04/05, 4) Franklin Blvd. added in FY 07/08, 5) Milliron will be dropped due to Department of Corrections delay in building a new correctional facility, 6) Pioneer Parkway in FY 03/04 – IGA has been signed, 7) Sears Road added in FY 07/08, 8) Wilkes Drive added in FY 07/08, 9) Payments to other Agencies – 42nd Street and Springfield/Creswell Highway, CaPP projects, moved to FY 03/04, 10) Assisted Housing Fund – 3 projects received, 11) Lingo Lane added in FY 03/04, 12) Judkins Point moved to FY 03/04. He explained the role of the Roads Advisory Committee and the process for adopting the CIP. He stated that the Committee will formulate a recommendation to the Board at their April 2 meeting and the Board will schedule a public hearing in April or May. He indicated that any written comments on the CIP need to be submitted by March 7.

Committee members introduced themselves.

Stapleton opened the public hearing.

1. Eric Jones, Public Affairs Manager, City of Eugene, read a letter from Mayor Torrey on behalf of the City of Eugene. He thanked the County for funds to reopen Broadway, appreciates continuing the County/City Road Partnership Program, is glad to see the Delta/Beltline interchange project listed in FY 04/05, is pleased to see the Game Farm Road project list in FY 04/05, and if possible would like to see the Judkins Point project moved up.
2. Al Peroutka, City of Springfield, submitted a letter from Mayor Leiken indicating support for the CIP as drafted, thanked the County for continuing the County/City Road Partnership Program which is the City's highest priority for funding requirements, supports the Pioneer Parkway project which is important for the community and region and will allow development of the Gateway area, supports County participation in the Jasper Road Extension Project, supports the 42nd Street signal and ramp improvements, supports Community Development funds for the Laura Street project to realign with Game Farm Road, and is pleased to see the addition of the 31st Street project. He added that the City received grant funds to widen the shoulders on 31st Street for bike path and would urge this project to be moved up if possible to be assured of funding in connection with the grant.
3. Brian Brewster, Springfield Utility Board, 1001 Main St., Springfield, asked about the status of the Aspen Street project on page 10. Chickering replied that the projects on page 10 are

projects for development and currently are not funded. He asked how much right-of-way will be acquired on Game Farm Road. Chickering replied that it is too soon; however, project is planned as a 2-3 lane facility. Regarding overlays and rehabilitation, he asked if there is a list of projects. Chickering stated that a list is developed but only through the next fiscal year.

4. Phyllis Miller, 883 S. 57th Street, Springfield, voiced continued support for the Jasper Road Extension project and had hoped construction would have started by now. She would like to see the project go beyond the bottom of the hill, in fact, all the way to Jasper. She stated that traffic is getting worse as approximately 96-120 homes are proposed to be built. Traffic from Pleasant Hill uses S. 57th as a cut through.
5. Tom Citti, 93398 Marcola Road, Marcola, submitted a letter expressing concerns on proposed realignment from MP 13.8 to 14.8 for Phase 3 of Marcola Road scheduled in FY 06/07. He feels the realignment will interfere with Cash Creek. It was his understanding when he attended the meetings in the early 90s that the project would follow the existing right-of-way. He also expressed concern with the right-of-way at MP 14 and the proposal to straighten the curve and increase the speed limit to 55 mph. He referred to page 35 of existing CIP and commented that Marcola Road was listed as a widen and overlay project and not realignment. He indicated he wants the land to stay within the existing roadway.

Stapleton closed the public hearing.

Meeting adjourned at 7:30 p.m.


Vonnie Rainwater
Recording Secretary

ATTACHMENT 3

2004-2008 CIP Public Testimony

Written testimony submitted to the RAC February 26, 2003
(sorted by last name)

Letter from Tom and Diane Citti 3-1
Letter from City of Eugene, Kurt Corey..... 3-3
Letter from City of Springfield, Mayor Sidney Leiken....3-4

Tom and Diane Citti
P.O. Box 925
Marcola, OR 97454
(541) 933-2088

Roads Advisory Committee
Lane County Public Works Department
3040 North Delta Highway
Eugene, OR

February 26, 2003

SUBJECT: 2003 - 2007 Capital Improvement Program
Marcola Road MP 11.49 - 16.08
Wendling Road to Johnson Road
Project # 1900-1

RE: Proposed Road Realignment, Marcola Road mile marker 13.8 to 14.8

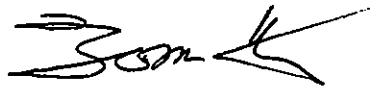
The following is a list of concerns and questions accumulated from landowners and people living in the Marcola area.

1. There are public concerns to preserve the waterways and forest lands of Cashe Creek by keeping the stream banks, wetlands, animal and plant habitat preserved. The proposed realignment would destroy and ruin over 200 feet of streambed and approximately 20 + acres of forest land.
2. During the Lane County Board of Commissioners public meetings for Phases 1 to 3 the full County Council agreed the entire project would stay within the existing right-of-way and follow the existing roadway. Why is the County Public Works Department not in compliance with the Commissioners request?
3. Why were the proposed road realignments dropped from Phase one and two during the upgrade of Marcola Road, but for Phase three the Public Works Department is pushing for road realignments where the traffic flow is less?
4. As to the County Public Works Department's concern with safety, they have stated they are able to accomplish both traffic flow and safety within the existing roadway.
5. On Page 35 of the *Capital Improvement Program*, the scope of work is described as "widen and overlay", not realignment. Why?
6. Right-of-way acquisition: Is there money in the program to obtain the land necessary for the realignment?
- ⑦ Please note: Reference to the *Lane County Transportation System Plan-20 year plan*- Project #88, Marcola Road, the description is "rural modernization-widen and overlay", also, TSP map 5B shows no road realignment, only rural modernization. Why?

I wish to state that I feel the County Public Works Department has not been forthcoming with their plans along the 14 mile marker of Marcola Road. As per my conversation with Sonny Chickering, in December of 2001, he reassured me that the realignment of the road was no

longer an option due to the fact that the work could be taken care of within the existing right-of-way, and the least amount of disruption of Cashe Creek and adjoining forest land is to the best interest of the community.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Citti", with a stylized flourish extending to the right.A handwritten signature in black ink, appearing to read "Diane Citti", with a stylized flourish extending to the right.

Tom Citti
Diane Citti



**Public Works
Administration**

February 26, 2003

Lane County Roads Advisory Committee
Lane County Public Works
3040 N. Delta Highway
Eugene, OR 97408

City of Eugene
858 Pearl Street
Eugene, Oregon 97401
(541) 682-5523
(541) 682-6826 FAX
www.ci.eugene.or.us

Dear Members of the Roads Advisory Committee:

Thank you for this opportunity to comment on Lane County's Draft 2004-2008 Capital Improvement Program. The City of Eugene is generally supportive of the draft CIP. The following comments highlight several of the program areas of particular interest to Eugene.

- Regarding previously approved funding for the Broadway opening project, thank you for the opportunity to demonstrate the value of the Capital Projects Partnership. By working together, the City and the County were able to leverage a mixture of public and private funds and complete the project on schedule to the benefit of all the residents of Lane County who visit downtown Eugene.
- We also would like to express our support for continuing the County/City Road Partnership Program. This worthy program helps us meet our number-one transportation commitment – the operation, maintenance and preservation of the street system – which benefits everyone who travels in Eugene.
- We are glad to see the Delta-Beltline interchange project listed for construction in FY04-05. This project, along with a much-needed study of the Beltline corridor from Coburg Road to River Road, focuses resources on two of the region's most congested roadways.
- The inclusion of Game Farm Road (Eugene city limits to Coburg Road) in FY04-05 compliments our Chad Drive extension CIP project in FY04, helping us work cooperatively to meet the growing need for connectivity and transportation options in the Coburg/Chad/Crescent area.
- We desire to reprogram previously approved Community Development Road Improvement Assistance Funds (\$200,000) for the Glenwood/Judkins Point Interchange in FY04.

If you desire any additional information for your CIP deliberations, please contact Eric Jones at (541) 682-5523.

Sincerely,

Kurt Corey, P.E.
Public Works Director

CITY OF SPRINGFIELD, OREGON

OFFICE OF THE MAYOR / CITY COUNCIL

SPRINGFIELD



225 FIFTH STREET
SPRINGFIELD, OR 97477
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February 24, 2003

Lane County Roads Advisory Committee
Lane County Public Works
Attn: CIP Coordinator
3040 N. Delta Highway
Eugene OR 97408-1696

SUBJECT: LANE COUNTY 2004-2008 CAPITAL IMPROVEMENT PROGRAM

Thank you for the opportunity to comment on Lane County's draft 04-08 Capital Improvement Program (CIP). The City of Springfield supports the projects included in the draft CIP and we thank Lane County for the several projects included which improve the transportation system in and around the Springfield area. The following are comments on projects affecting Springfield.

Firstly, we are supportive of the continuation of the County/City Road Partnership. As has been the case over the last several years, the continuation of this program, and hopefully an increase in support under this program, is our highest need and priority. As you may be aware, the City is pursuing other avenues for raising additional funding to meet our street system operational and maintenance needs, through a combination of maintenance fees and a local gas tax, but there is no guarantee that these will survive current challenges.

The continued support for the Pioneer Parkway Extension project in the CIP is also appreciated, as well as the recent County Board action to enter into an intergovernmental agreement with the City of Springfield for this project. The City of Springfield has secured agreements for matching funds for this \$9.3 million project, in addition to agreement by PeaceHealth to pay for any impacts that their unique facility would cause to the street design. The City is committed to continuing to work with Lane County on identification of an approved road alignment, including the "north link" to Deadmond's Ferry Road.

The County's continued support for the Jasper Road Extension in the CIP is appreciated. This project has proven to be difficult due to environmental, right-of-way acquisition, and State requirements. The City is committed to continuing to assist as possible with these issues, particularly in the area of right-of-way acquisition.

Funding included in the draft for the 42nd Street signal and ramp terminal improvements at the Eugene/Springfield Highway has been delayed one year to 2003-04 at our request

to allow for further study of warrants for the signal and coordination with the Department of Transportation. We plan to do a study for warrants at the intersection this April/May when the full impacts of recent development in the area, such as the new Jerry's Hardware Store, can be seen. We appreciate the flexibility in the timing of funding of this improvement.

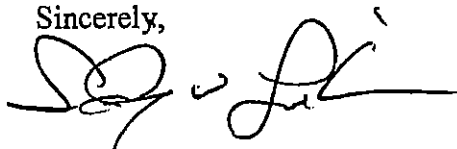
The City is also thankful for the County support from its Community Development Road Improvement Fund for the City's Laura Street realignment project. The project is anticipated to be built this summer and the County's assistance will greatly improve affordability of the project.

Finally, we are pleased to see the addition of improvements to 31st Street, Hayden Bridge Road to U Street in the draft CIP. We see 31st Street improvement as a critical need for automobile safety, as well as pedestrian and bicycle safety. We would like to see this project brought into the funded portion of the CIP, if possible, as there is considerable interest in development along the north end of 31st Street, which would place even greater pressure on this overloaded roadway.

In summary, we are supportive of the CIP draft, including: 1) continued and, preferably, expanded funding for the County/City partnership; 2) continued funding for Springfield area carryover projects from last year's CIP, including the Pioneer Parkway Extension, Jasper Road Extension, and 42nd Street Signal; 3) support for the Laura Street project; and 4) funding for the 31st Street improvement, preferably within the funded portion of the CIP.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sidney W. Leiken', written in a cursive style.

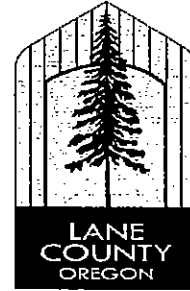
Sidney W. Leiken
Mayor

ATTACHMENT 4

MEMO – FY 04-08 CIP Response to Public Testimony

Memo to the Roads Advisory Committee – April 2, 2003 4-1

Memo



To: ROADS ADVISORY COMMITTEE
From: MIKE RUSSELL, CIP COORDINATOR
Date: April 2, 2003
Re: FY 04-08 CIP PUBLIC TESTIMONY

On February 26, 2003, you held a public hearing for the draft 2004-2008 Capital Improvement Program. Some specific issues were raised by those present and by written testimony received in conjunction with the hearing. What follows is a listing of project requests, discussion, and staff recommendations to help you formulate your final recommendation to the Board of Commissioners.

COMMENT SUMMARY

The comments received by the Roads Advisory Committee covered a variety of planned projects. Over 10 people attended the public hearing with five giving verbal testimony to the committee. Written testimony was submitted by five people. In all, seven significant issues were brought up that staff would like to provide a response. A copy of all the original written testimony is provided with this memo as well as the minutes from your February 26 hearing.

ISSUES RAISED IN PUBLIC TESTIMONY

- 1) **Judkins Point Interchange Community Development Road Improvement Assistance Fund Project – 1 verbal comment, 1 written comment**

This project was awarded \$200,000 in the last round of Community Development applications. It is currently scheduled for this fiscal year.

The City of Eugene is requesting that the project be rescheduled for FY 03-04.

Staff Recommendation: Add Judkins Point Interchange project under the Community Development Road Improvement Assistance Program category for \$200,000 in FY 03-04.

- 2) **42nd Street signal at Eugene/Springfield Hwy westbound on-ramp– 1 verbal comment, 1 written comment**

This project was awarded under the Board's Capital Project Partnership Program. It is currently scheduled for this fiscal year.

The City of Springfield is requesting that the project be rescheduled for FY 03-04.

Staff Recommendation: No change to the draft CIP. The project is already shown in FY 03-04 in anticipation of this request.

- 3) **County/City Road Partnership (C/CRP) & Capital Projects Partnership (CaPP) Program – 2 verbal comments, 1 written comment**

Representatives from the cities of Eugene and Springfield submitted testimony thanking the committee for recommending the continuance of the City/County Road Partnership Program.

Staff Recommendation: No change to the draft CIP.

4) **Status of various projects –
1 verbal comment**

A representative from the Springfield Utility Board spoke to find out about the status of Aspen Street (Project for Development) and Game Farm Road North. Staff was able to address the projects with Mr. Brewster.

Staff Recommendation: No change to the draft CIP.

5) **Jasper Road Extension –
1 verbal comment**

A citizen voiced support for the project and hoped it would be constructed soon.

Staff Recommendation: No change to the draft CIP.

6) **Marcola Road Phase 3 –
1 verbal comment, 1 written comment**

A resident who owns property adjacent to this project expressed concern that it appeared the Department was surveying an alignment for the project that would realign a section of the project between MP 13.8 and MP 14.8. It was his understanding that the planned improvement was to stay within the existing right-of-way.

A final design for this project has not been selected, including the alignment. At this point, the Department of Public Works is planning to initiate the public process for this phase of improvements to Marcola Road in late 2003/early 2004. The surveying being done now is preliminary in nature and will be used to develop the base map used during the public involvement process.

Staff Recommendation: No change to the draft CIP.

7) **Pavement Fund –
1 written comment**

The President of the Eugene Bicycle Coalition wrote her concern that the Pavement Fund be increased to minimize the need for chip seals and confine the practice to roads that are less used by bicyclists.

In October 2000, the Roads Advisory Committee heard a report from the Chip Seal Subcommittee that was formed to specifically investigate this issue. The report from Subcommittee Chair, Jack Radabaugh, announced that a compromise had been reached with bicycle interest groups that the County would use, if chip seal were preferred, the "Hot Oil" process that resulted in a smoother surface. This was not ideal for the interest groups, but was acceptable.

She also encouraged the County to seek Federal funds and coordinate with the Army Corps of Engineers to extend the Fern Ridge Path out to the reservoir.

At this point, the Draft Transportation System Plan envisions improving existing facilities to accommodate bike and pedestrian movement from the edge of the Eugene Urban Growth Boundary to the Fern Ridge Reservoir.

- TSP# 53 – Royal Avenue urban improvements (sidewalks and bike lanes)
- TSP# 118 – Fir Butte Road rural improvements (paved shoulders)

Staff Recommendation: No change to the draft CIP.

8) I-5/Springfield-Creswell Highway Interchange – CaPP Project
1 written comment

This project was awarded under the Board's Capital Project Partnership Program. It is currently scheduled for this fiscal year.

A letter from ODOT was received requesting to reschedule this project for FY 03-04.

Staff Recommendation: No change to the draft CIP. The project is already shown in FY 03-04 in anticipation of this request.

OTHER STAFF RECOMMENDATIONS

1) Milliron Road –

Staff wants to recommend dropping this project from the CIP. Due to recent developments relating to State funding and need, the Oregon Department of Corrections is not planning to request funding for the corrections facility.

Staff Recommendation: Drop Milliron Road from Right-of-Way and General Construction categories.

2) Lingo Lane at Highway 99E –

Staff requests rescheduling the turn-lane and intersection improvements at this location in FY03-04 under the General Construction category for \$360,000 and the Right-of-Way category for \$36,000.

Staff Recommendation: Add Lingo Lane in FY 2003-04 in the General Construction category for \$360,000 and Right-of-way for \$36,000.

ATTACHMENTS

Written public testimony received in conjunction with the February 26, 2003 Public Hearing. (7 pages)
Revised Summary Tables

ATTACHMENT 5

MINUTES - RAC CIP Deliberation on April 2, 2003

Minutes of the Roads Advisory Committee – April 2, 2003..... 5-1

ROADS ADVISORY COMMITTEE

April 2, 2003
5:45 p.m.

MEMBERS PRESENT: Pete Maury, Don McClure, Jody Ogle, Tom Poage, Jack Radabaugh, Rex Redmon, Leo Stapleton

MEMBERS ABSENT: Don McClure

B/CC PRESENT: Anna Morrison

COUNTY STAFF: Ollie Snowden, Tom Stinchfield, Mike Russell, Doug Putschler, Jason Lien, Celia Barry, Vonnie Rainwater

Stapleton called the meeting to order at 5:45 p.m.

I. PUBLIC COMMENT - None

II. APPROVAL OF MINUTES

Motion: Radabaugh moved to approve the minutes of February 26, 2003, as written. Maury seconded. All present voted in favor and motion carried.

III. TRANSPORTATION SYSTEM PLAN (TSP) UPDATE

Lien reported that staff held a series of four public meetings on the draft TSP – Florence, Dexter, Cottage Grove and Eugene. About 12 people attended the meeting in Florence including Stapleton and Maury. Some of the comments/discussion centered on public transportation. No one attended the Dexter or Eugene meetings except Don McClure. About eight attended the Cottage Grove meeting. The record won't be closed until after the Board holds their public hearing.

Commissioner Morrison asked if any written comments have been received and expressed concern that little citizen participation has been shown so far. Barry replied that a letter was received from a bicycle group. She added that a very extensive mailing was sent to about 500 informing citizens of the public meetings as well as a display ad in 6 Lane County newspapers. She indicated that the TSP was downloaded from the website by 400+ people in one month.

Lien added that the comment period continues and staff will address comments received. He indicated that ongoing work involves changes to the Lane Code and Lane Manual and scheduling a joint public hearing by the Roads Advisory Committee and Lane County Planning Commission some time this summer.

IV. CAPITAL IMPROVEMENT PROGRAM (FY 03/04-FY 07/08)

Russell highlighted the draft CIP indicating no new projects have been added from comments received at the Committee's public hearing; however, some projects have been moved in the plan. He stated that one comment was received from a bicycle coalition concerning the Pavement Fund. Staff recommends removing the Milliron Road project since the Department of Corrections have delayed their plans to build a new facility. He stated that Lingo Lane has been moved to FY 03/04.

Commissioner Morrison asked how long it would take to complete the Lingo Lane project. She expressed concern with the amount of truck traffic being detoured through Junction City as well as the ODOT reconstruction project in Junction City.

Russell reported on the Board's action today to add additional County funding for the ODOT Thurston turn-lane project and he needs to contact Don Ehrich to get more specific cost estimates from ODOT.

Motion: Poage moved to recommend approval of the Capital Improvement Program for FY 03/04-FY 07/08 with a footnote indicating contingent upon updated cost estimates from ODOT for the Thurston/Hwy. 126 turn-lane project. Redmon seconded. All present voted in favor and motion carried.

Commissioner Morrison expressed concern with the cost estimates provided for the CaPP projects and then these agencies come back later requesting more funding.

V. NPDES UPDATE

Snowden stated that since Sonny Chickering was unable to attend tonight's meeting, this item will be on the next agenda.

VI. LEGISLATIVE REPORT

Ogle indicated that she hasn't been able to attend any of the meetings yet due to conflicts, but commented on a couple of bills related to transportation. One pertains to ODOT being given the road authority for establishing weight limits and issuing permits on county and city roads. The other referred to SB 585.

VII. ACT SUBCOMMITTEE REPORT

Poage reported that the intent was to hold four meetings and the goal was to determine how to get better public comment. So far two meetings have been held. Stinchfield indicated that LCOG has brought samples that other groups have devised. Poage feels that one of the citizen positions should be someone with some technical expertise. Stinchfield stated that some don't like the three minute rule for providing public comment and they have discussed "input" and "involvement."

VIII. NEXT MEETING

Russell indicated that if the Committee makes a decision tonight on the Stagecoach Road project, the Committee wouldn't need to meet until May. Decided that next meeting would be May 28.

IX. OTHER BUSINESS

A. West Eugene Parkway – Commissioner Morrison briefly reported on the latest developments on this project.

B. North Fork – Commissioner Morrison asked what the County responsibility and cost is for this road due to a possible casino being sited in the vicinity. She indicated that she had given Teresa Wilson a copy of an agreement for review and comment.

C. Highway 101 – Redmon commented on the numerous closures of Highway 101 and asked if there is a bypass option to get around without having to drive to Corvallis. Commissioner Morrison stated that a meeting is being held on Friday in Yachats to discuss this issue as well as a more efficient fix to the slide area. Snowden stated that the cost to improve an alternate route could be too costly.

Meeting adjourned at 6:45 p.m.

Vonnie Rainwater
Recording Secretary

ATTACHMENT 6

Staff Recommended Changes to Exhibit A May 7, 2003

<u>Project</u>	<u>Amount (Change)</u>
Right-of-Way Acquisition	
Jasper Road Extension, Phase 2	\$125,000 (Move to FY 03-04)
McVay Highway Realignment	\$300,000 (Move to 04-05)
Stagecoach Road Slide Repair	\$110,000 (Move and revise amount to 03-04)
General Construction	
Jasper Road Extension, Hwy 126 to S 57 th	\$2,000,000 (Move to 03-04)
Marcola Road, Wendling to Johnson Road	\$2,700,000 (Add back to 05-06)
McVay Highway Realignment	\$500,000 (Move to 04-05)
River Road at Highway 99 (Junction City)	\$500,000 (Move to 03-04)
Safety Projects	
Stagecoach Road Slide Repair	\$1,100,000 (Move & revise amount to 03-04)
Community Development Road Improvement Assistance Program	
Unencumbered Balance	\$443,471 (Revise amount in 03-04)
Culvert Replacement for Fish Passage	
Culvert Fund	\$0 (Revise amount in 03-04)
	\$180,000 (Revise amount in 04-05)
	\$200,000 (Revise amount in 05-06)
Note: Individual projects in 03-04 are unchanged. Culvert Fund in 06-07 and 07-08 unchanged.	
Roads For Assisted Housing Projects	
Santa Clara Plaza	\$115,000 (Move to 03-04)