

AGENDA COVER MEMO

W17b
04-8-25-9

DATE: August 25, 2004

TO: Lane County Board of Commissioners

DEPARTMENT: Public Works Department

PRESENTED BY: Ollie Snowden, Public Works Director
Tom Stinchfield, Transportation Planning Engineer

TITLE: DISCUSSION AND ORDER/In the Matter of Authorizing the County Administrator to Sign a Memorandum of Understanding (MOU) Regarding the West Eugene Parkway

I. MOTION

Move approval of Order with Attachment A.

II. ISSUE

The Oregon Department of Transportation (ODOT) has requested that the City of Eugene and Lane County sign a Memorandum of Understanding (MOU) concerning jurisdictional transfers related to the West Eugene Parkway (WEP). ODOT has requested this MOU to facilitate completion of the Supplemental Final Environmental Impact Statement (SFEIS) for the project.

III. DISCUSSION

A. Background

The Board has taken two actions in the last several years at the request of the City of Eugene and ODOT to facilitate completion of the SFEIS for the West Eugene Parkway. In November 2001, at the request of the Oregon Department of Transportation (ODOT), the Eugene City Council initiated amendments to the Metro Plan, TransPlan and the West Eugene Wetlands Plan (WEWP) to facilitate construction of the West Eugene Parkway. On July 31, 2002, the Board of County Commissioners adopted Ordinance Nos. PA 1174 and 1175 amending the Metro Plan, TransPlan, the West Eugene Wetlands Plan (WEWP), and the Lane County Rural Comprehensive Plan. The cities of Eugene and Springfield, as well as the LTD Board, took similar actions making the requested changes.

On March 24, 2003, LUBA issued its decision on a petition appealing the actions described above. LUBA upheld the local government actions on most of the issues raised by the petitioners, but remanded four issues. On August 27, 2003, the Court of Appeals affirmed the LUBA decision. The petitioners did not seek review of this decision by the Oregon Supreme Court. The Board of Commissioners approved Board Order 03-12-17-2 on December 17, 2003 that approved a response to the LUBA remand of the four issues. That action was not appealed.

B. Analysis

Now, ODOT has requested that the City of Eugene and Lane County enter into a Memorandum of Understanding (MOU) to address ODOT intentions for the jurisdiction of some parts of the WEP project and also other existing roadways that will be bypassed by the WEP.

Requested Action for Unit 1A

The process for approval of the SFEIS requires ODOT and the Federal Highway Administration (FHWA) to conclude that the WEP project will meet applicable standards for highway performance for the design life of the project (20 years). Detailed analysis of the east end of the WEP project, from Beltline to Seneca, (Unit 1A) has led ODOT to conclude that ODOT standards, primarily highway performance (or level of service) standards related to the capacity of the facility, can not be easily met, so the current proposal is for the City of Eugene to commit to ownership of this section of the WEP project. City staff has also asked Lane County to entertain the possibility that Lane County could own and operate Unit 1A in its role as a regional provider of transportation services.

Beltline/River Road Transfer History

The second reason this MOU is requested is a prior commitment from Lane County in 1978 to take over jurisdiction of the bypassed sections of Beltline and W11th Avenue (also designated as the tail end of the Beltline Highway route by ODOT) upon completion of a new roadway called the Oak Hill Connector. This proposed roadway connected Beltline Highway to Highway 126 in the vicinity of Oak Hill Road. (See Attachment 1, 1978 IGA on Beltline/River Road transfer and the attached maps). This transfer was part of the agreement when Lane County took over jurisdiction of River Road (then a piece of an ODOT district highway called the Junction City-Eugene Highway) and ODOT took over jurisdiction of the Beltline Highway from the county. The Oak Hill Connector is the functional equivalent of Unit 2 (from Beltline to the west) of the West Eugene Parkway. See Attachment 2, an assemblage of the maps for the area in question, for easier reference.

The MOU forms a basis for ODOT and FHWA to complete the required analysis for the SFEIS and to reach a Record of Decision for the project. In order to do this, ODOT (and its consultants) are analyzing the performance of Unit 1A under city standards. Once they have completed this work, they can confirm the footprint for the project and the resulting impacts. According to ODOT, they will have a public process for the completion of the SFEIS document.

As worded, the MOU does not formally commit any of the three agencies in a legally binding way, but indicates the general direction the project is moving. Several issues related to funding and potential cost to the county are not addressed in the MOU which staff recommends should be addressed at the IGA stage. The first is: who pays for the costs of Unit 1A if the \$17.7 million approved in the STIP does not cover the eventual total cost? Can the phasing be adjusted to match the budget available? A related issue is which agency is responsible for construction of Unit 1B (the grade-separated connection of the WEP to Highway 99)?

C. Alternatives / Options

1. Adopt the Order with Attachment A
2. Amend the Order or Attachment A.
3. Do not adopt the Order.

D. Recommendation

Option 1

E. Timing

ODOT has requested action in the near-term so they can move ahead on completion of the SFEIS.

IV. IMPLEMENTATION/FOLLOW-UP

If the MOU is signed by all parties, we expect that ODOT will follow up with a request to approve an Intergovernmental Agreement (IGA) that would bind the parties to specific actions to formalize which agencies will own which parts of the WEP and the bypassed existing ODOT roadways.

V. ATTACHMENTS

Order with "Attachment A" (Memorandum of Understanding)

Attachment 1 January 23, 1978 Beltline Road/Junction City-Eugene Highway (River Road) Agreement with ODOT

Attachment 2 Assemblage of Maps from Attachment 1 from reference

Attachment 3 July 2, 2004 Letter from Bob Pirrie, ODOT Area Manager, on WEP Schedule

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) IN THE MATTER OF AUTHORIZING THE
) COUNTY ADMINISTRATOR TO SIGN A
) MEMORANDUM OF UNDERSTANDING (MOU)
) REGARDING THE WEST EUGENE PARKWAY

WHEREAS, the Oregon Department of Transportation (ODOT) has requested the Board of County Commissioners facilitate the completion of the Environmental Impact Statement (EIS) process for the West Eugene Parkway by signing a Memorandum of Understanding (MOU) expressing the intent of ODOT regarding jurisdictional transfers for the project; and

WHEREAS, the Board of County Commissioners has discussed this MOU at their regular meeting on August 25, 2004; and

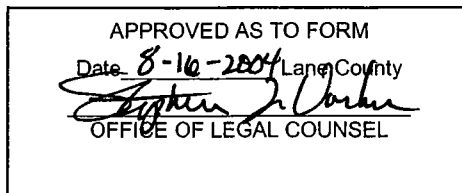
WHEREAS, the Board of County Commissioners wishes to assist ODOT and the City of Eugene in clarifying jurisdictional transfer issues for the purpose of completing work on the EIS for the West Eugene Parkway; and

WHEREAS, the MOU does not bind any of the parties to any specific future action; **NOW THEREFORE, BE IT**

ORDERED, that the County Administrator be authorized to sign an MOU in substantial conformance with Attachment A to this order incorporated here by this reference.

DATED this _____ day of August, 2004.

Bobby Green, Sr, Chair
Lane County Board of Commissioners



August 25, 2004

Misc. Contracts and Agreements
No. 21,844

Attachment A

MEMORANDUM OF UNDERSTANDING West Eugene Parkway City of Eugene and Lane County

This Memorandum of Understanding (MOU) is made and entered into by and between the State of Oregon by and through its Department of Transportation, hereinafter referred to as "ODOT", the CITY OF EUGENE, by and through its designated officials, hereinafter referred to as "City" and LANE COUNTY, by and through its designated officials, hereinafter referred to as "County, collectively referred to as the "parties".

RECITALS

1. This MOU is entered into to document the intention of ODOT, City and County to facilitate delivery of a portion of the OR 126: W 11th Street – Garfield Street Project, also known as Unit 1A of the West Eugene Parkway (WEP) Project. Unit 1 of the WEP is a new four lane local street from OR 99 to Beltline Highway. Unit 2 of the WEP is a new four lane expressway from Beltline Highway to Oregon 126 west of Green Hill Road.
2. The OR 126: W 11th Street – Garfield Street Project is in the 2004-2007 Statewide Transportation Improvement Program (STIP), Key No. 07990, with \$17.7 Million dollars allocated. The WEP Project, Units 1 and 2, provides a new transportation link between downtown Eugene and points west by constructing a four-lane roadway between Highway 99 and west of Green Hill Road.
3. This MOU is consistent with the Agreement No. 5101 dated January 23, 1978, between ODOT and County, and by this reference made a part hereof.

NOW THEREFORE, the parties agree to the following:

1. ODOT, City and County understand that this document is only intended to facilitate the cooperation between the City, County and ODOT through completion of the Final Environmental Impact Statement for the WEP Project and further recognize additional agreements will be needed to address construction of the WEP Project and subsequent jurisdictional transfers.
2. The segment of the WEP Project, Unit 1 described above as a new local street from Highway 99 to Beltline Highway, will be designed to ODOT approved City standards. The segment of the WEP Project, Unit 2 described above as a new four lane expressway from Beltline Highway to Oregon 126 west of Green Hill Road, will be

designed to ODOT standards. Upon completion of Unit 1A, it is ODOT's intent to jurisdictionally transfer that section of roadway to City/County. Upon completion of Unit 2, ODOT's intent is to jurisdictionally transfer to City/County that section of West 11th Avenue easterly from the new WEP connection near Goble Lane, to the junction of Beltline Highway and then northerly to the new interchange ramp connections, as described on Exhibit A, and by this reference made a part hereof.

TERMS AND CONDITIONS

1. This MOU shall become effective when all required signatures have been obtained.
2. The terms of this MOU may be amended or terminated by mutual written consent of the parties.
3. The foregoing MOU is a non-binding proposal and is not and should not be construed as a commitment by any party. Notwithstanding the signing or delivery of the MOU, any past, present or future actions, or approvals by any party based upon this MOU, none of the parties is under any legal obligation with respect to the intentions outlined above and no binding commitment of any nature whatsoever will be implied.
4. This MOU is not intended to create a legally binding Agreement and is not a commitment by any party to jurisdictionally transfer or construct improvements to the West Eugene Parkway, Unit 1 or 2.

The Oregon Transportation Commission on June 18, 2003, approved Delegation Order No. 2, which authorizes the Director to approve and execute agreements for day-to-day operations when the work is related to a project included in the Statewide Transportation Improvement Program, or a line item in the biennial budget approved by the Commission.

Signature Page to Follow

On September 16, 2002, the Director of the Oregon Department of Transportation approved Subdelegation Order No. 2, in which the Director delegates authority to the Executive Deputy Director for Highways to approve and execute agreements over \$75,000 when the work is related to a project in the Statewide Transportation Program.

STATE OF OREGON, by and through its
Department of Transportation

By _____
Deputy Director, Highway Division

Date _____

APPROVAL RECOMMENDED

By _____
Technical Services Manager/Chief
Engineer

Date _____

By _____
Right of Way Manager

Date _____

By _____
Region 2 Manager

Date _____

By _____
Area 5 Manager

Date _____

REVEIWED FOR ODOT

By _____
Assistant Attorney General

Date _____

Agency contacts on next page

CITY OF EUGENE, by and through its
designated officials

By _____

Title _____

Date _____

By _____

Title _____

Date _____

Approved as to form

By _____
City Legal Counsel

Date _____

LANE COUNTY, by and through its
designated officials

By _____
William A. VanVactor
County Administrator

Date _____

APPROVED AS TO FORM

By _____
County office of Legal Counsel

Date _____

Agency Contacts:

City of Eugene:

Dennis M. Taylor
City Manager
City of Eugene
858 Pearl Street
Eugene OR 97401

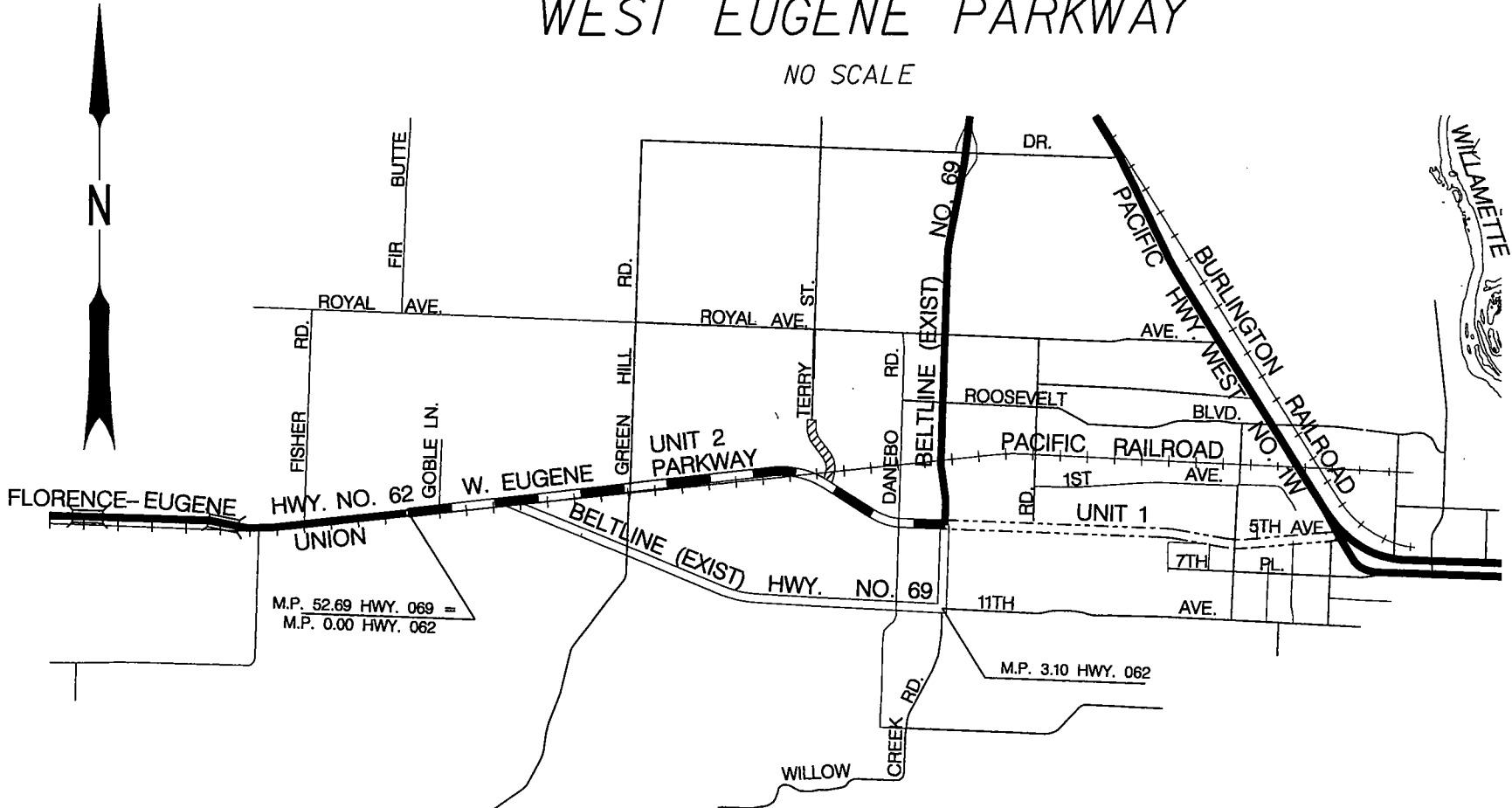
Lane County:

William Van Vactor
County Administrator
Lane County
3040 North Delta Highway
Eugene OR 97408-1696

T. 17 S., R. 4 W., W.M.


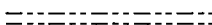

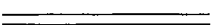
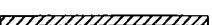
FUTURE JURISDICTIONAL AUTHORITY FOR PROPOSED WEST EUGENE PARKWAY

NO SCALE



M.P. 52.69 HWY. 069
M.P. 0.00 HWY. 062

M.P. 3.10 HWY. 062

-  O.D.O.T. JURISDICTION (EXISTING)
-  = UNIT 1 JURISDICTION TO BE TRANSFERRED TO CITY/COUNTY (FUTURE ALIGNMENT)
-  = UNIT 2 O.D.O.T. JURISDICTION - WEST EUGENE PARKWAY (FUTURE ALIGNMENT)
-  JURISDICTION TO BE TRANSFERRED TO CITY/COUNTY
-  JURISDICTION RETAINED BY CITY/COUNTY (FUTURE ALIGNMENT)

JUNE, 2004

7814251

AGREEMENT
BELT LINE ROAD - JUNCTION CITY-EUGENE HIGHWAY

THIS AGREEMENT, made and entered into by and between the STATE OF OREGON, by and through its Department of Transportation, Highway Division, hereinafter called "State"; and LANE COUNTY, a political subdivision of the State of Oregon, by and through its Board of Commissioners, hereinafter called "County".

W I T N E S S E T H

1. Under the provisions of ORS 366.290(3), with the written consent of the county court of the county in which a particular highway or part thereof is located, the State may, when in its opinion the interests of the State will be best served, eliminate from the system of secondary highways any road or highway or part thereof. Thereafter, the road or highway or part hereof eliminated shall become a county road or highway, and the construction, repair, maintenance or improvement, and jurisdiction over such highway shall be exclusively under the county court of the county in which such highway or road is located.

2. Under provisions of ORS 366.320(3), all rights-of-way owned or held by the several counties over and along any roads adopted as state highways are vested in the state, by and through the Department.

3. For the purpose of furthering the development of a state highway system adapted in all particulars to the needs of the people of the State of Oregon, State and County have determined that a jurisdictional exchange of certain roads in Lane County should be made.

4. State and County desire that Belt Line Road and a portion of West 11th Avenue be transferred to State and designated as a part of the state highway system, as shown in green and blue on Exhibit A attached hereto and by this reference made a part hereof, and that a portion of the Junction City-Eugene State Secondary Highway (River Road) be transferred to Lane County as a county road as shown colored in red on Exhibit A, consisting of three (3) sheets.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE

1. State approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY COUNTY, and all other provisions of this agreement.

2. State agrees to accept the Belt Line Road as hereinafter described and shown in green on Exhibit A, and all right, title, interest, jurisdiction, maintenance and control thereon shall pass to and vest in state and is described as follows:

All the land within the right-of-way boundaries of the Belt Line Road as shown on State Highway Drawings 1A-8-24, 1A-8-25 & 1A-8-26 from the easterly access control line of the Belt Line Interchange

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at the Interstate Freeway (I-5) northeasterly of Eugene; thence westerly along said route to the Pacific Highway West, northwesterly of Eugene; thence southerly along said route to a junction with West 11th Avenue, including the existing interchange facilities, and the future Barger Ave. Interchange and the entrance-exit ramps extending to the normal right-of-way line of the facilities over or under Belt Line Road. Excepting therefrom the existing frontage roads, (Division Avenue and Division Place) lying on the northerly side of Belt Line Road between the Junction City-Eugene Highway and the Willamette River Bridge.

3. State shall assume all County's right and title, interest, maintenance, jurisdiction and control over that portion of West 11th Avenue, from Oak Hill easterly to a junction with Belt Line Road and northerly on Belt Line Road from West 11th Avenue to a proposed relocated line to Oak Hill. If said proposed relocated connection to Oak Hill, approximately as shown in dashed brown on Exhibit A, is completed, County shall resume all right, title, interest, maintenance, jurisdiction and control over the portion of West 11th Avenue and Belt Line Road as referred to above and shown colored in blue on Exhibit A, including the truck scale and any additional right-of-way acquired by the County.

4. State shall furnish to County any maps, records, permits, traffic signal installation and maintenance data, M.P. Logs, and other pertinent data to said Junction City-Eugene Highway, which by this reference are made attachments hereto.

5. State shall maintain the structural portions of the structures crossing over Belt Line Road.

6. State shall accept Belt Line Road traffic signals, maintenance and power consumption at the following locations: 1) Pacific Highway West, 2) Barger Drive, 3) Royal Ave. and 4) West 11th (subject to future return of same to County).

7. State shall maintain the luminaries on said Belt Line Road and shall accept county's right, interest, and obligations.

THINGS TO BE DONE BY COUNTY

1. County approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY STATE, and all other provisions of this agreement.

2. County agrees to accept the portion of the Junction City-Eugene Highway as hereinafter described and shown in red on Exhibit A, as also shown on State Highway Drawing No. 2B-14-2 and is on file with State and county, and all right, title, interest, jurisdiction, maintenance and control therein shall pass to and vest in County and is described as follows:

All the land within the right-of-way boundaries of the Junction City-Eugene Highway, State Secondary Highway No. 223 from its junction with the Pacific Highway West in Junction City at MP 109.76 of said Pacific Highway West, following completion of the relocation project now under agreement with State, County, and Junction City, dated September 10, 1974, in which the present Junction City-Eugene Hwy. will be rerouted over 1st Avenue from Birch St. to Pacific Hwy. 1W, and the former route from 1st Avenue on Birch St. to 6th Ave., and on 6th Ave. to Pacific Hwy. 1W will

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be transferred to City; thence southerly to the northerly city limits of the City of Eugene near Railroad Ave. at Highway Engineer's Station 0+00 of said Junction City-Eugene Highway formerly designated the original Pacific Highway entrance to Eugene, a distance of ~~1.62~~ ^{1.96} miles. *GHR*
HC
OW

3. County shall accept State's right, title, interest, maintenance, jurisdiction, and control over the portion of West 11th Avenue and Belt Line Road as provided in Paragraph 3 above under THINGS TO BE DONE BY STATE after completing the Oak Hill connection, if said connection is constructed.

4. Immediately after transfer to State, County shall maintain traffic signals located at Belt Line Ramp intersection on River Road and Coburg Road. Thence signals outside of the area of Belt Line Road not transferred to State shall remain the responsibility of County for maintenance and power consumption.

5. County shall furnish to State any maps, records, M.P. Logs or documents and data pertinent to construction plans, traffic signal installation and maintenance data, aerial photos, if available, of said Belt Line Road, including any encroachments, easements or permits now in effect which may affect the routing of traffic thereon or served thereby. Copies of said encroachments and other pertinent data which are, by this reference, made attachments hereto.

6. County shall perform surface maintenance on all overpass structures of county roads crossing over said Belt Line Road and shall retain and maintain all right-of-way lying outside that portion thereof transferred to State including roadways crossing under Belt Line Road and approaches to the structures crossing over Belt Line Road. Future widening of the structures crossing over Belt Line Road does not become a State obligation although State will maintain any such widened structure.

7. County shall construct a future westbound on-ramp in the northwest quadrant of Delta Interchange. State shall review design and maintain completed interchange ramp.

8. County shall construct a future grade separation structure at Royal Ave. State shall then maintain the structure but not surface maintenance on the structure or the approaches thereto.

9. County shall execute this agreement during a duly authorized session of its Board of Commissioners.

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IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written.

GENERAL PROVISIONS

1. State and County concur that the agreement between State, County, and the City of Junction City dated September 10, 1974, relating to the relocation of the Junction City-Eugene Highway in Junction City, has precedence over this agreement. The intention is for each party to complete it's September 10, 1974 obligation, following which, this agreement shall be fully effective. In the meantime, all other aspects of this agreement are effective.

The Oregon Transportation Commission, by a duly adopted delegation order, authorized its Chairman or Vice Chairman to act in its behalf in approving this agreement. Approval was given for this agreement on Jan. 23, 1978 by CHAIRMAN JACKSON, which approval is on file in the Commission records. The delegation order also authorized the ~~Administrator~~ ^{ASC} and State Highway Engineer to execute the contract on behalf of the Commission.

APPROVED

E. Schulte
Technical Services Engineer

✓ STATE OF OREGON, by and through its Department of Transportation, ^ Highway Division ✓

H. Schulte
State Highway Engineer

ATTEST

Terese J. Wilson 12/18/77
Legal Counsel

✓ LANE COUNTY, by and through its Board of Commissioners

By *Archie Weinstein*
Chairman

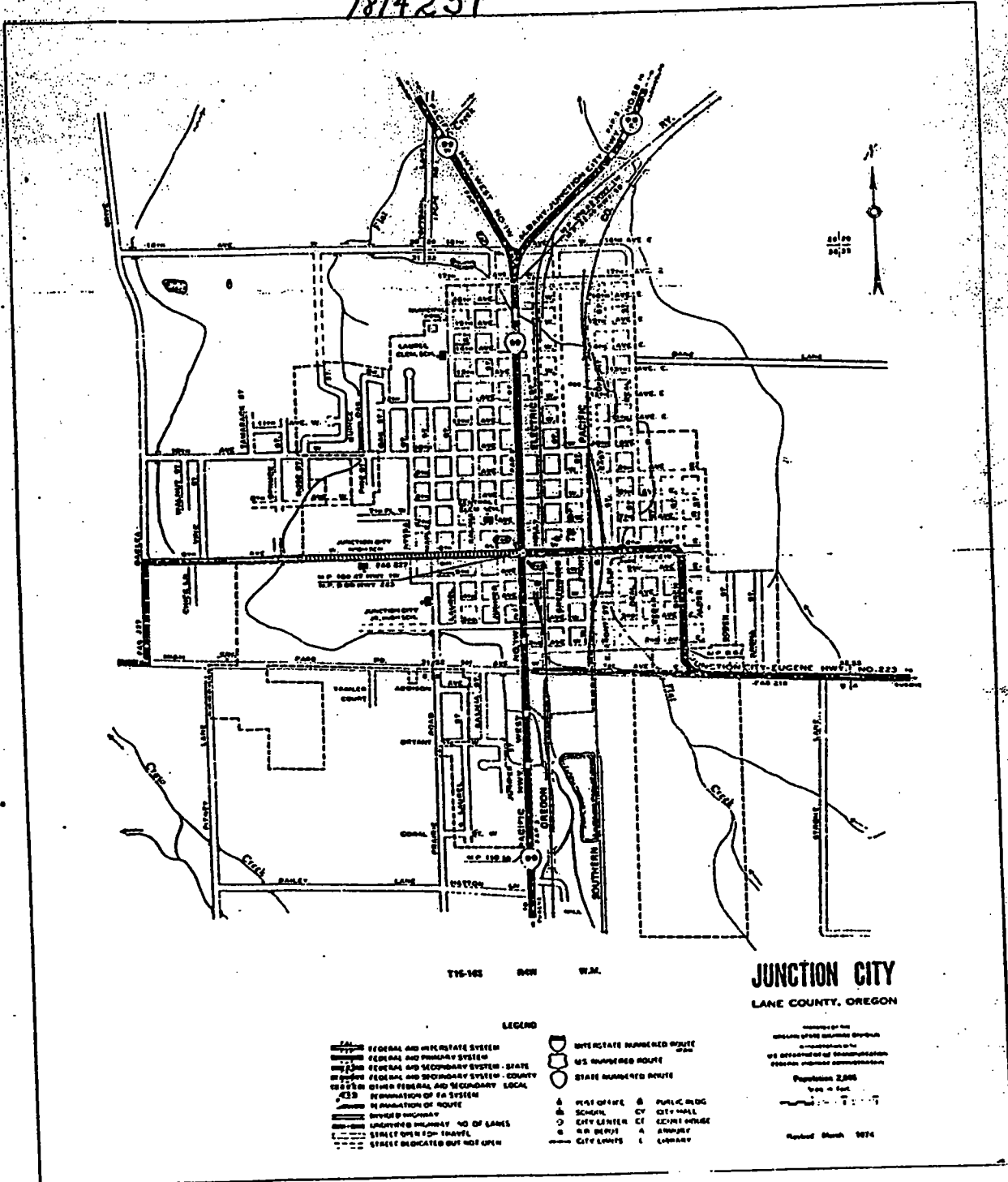
RECOMMENDED BY:

Alfred Shirley Jr. by *AS*
Region Engineer ✓
See memo dated 1-9-78
by A. Shirley

By *Herald H. Rust Jr.*
Commissioner

By *Robert E. Wood*
Commissioner

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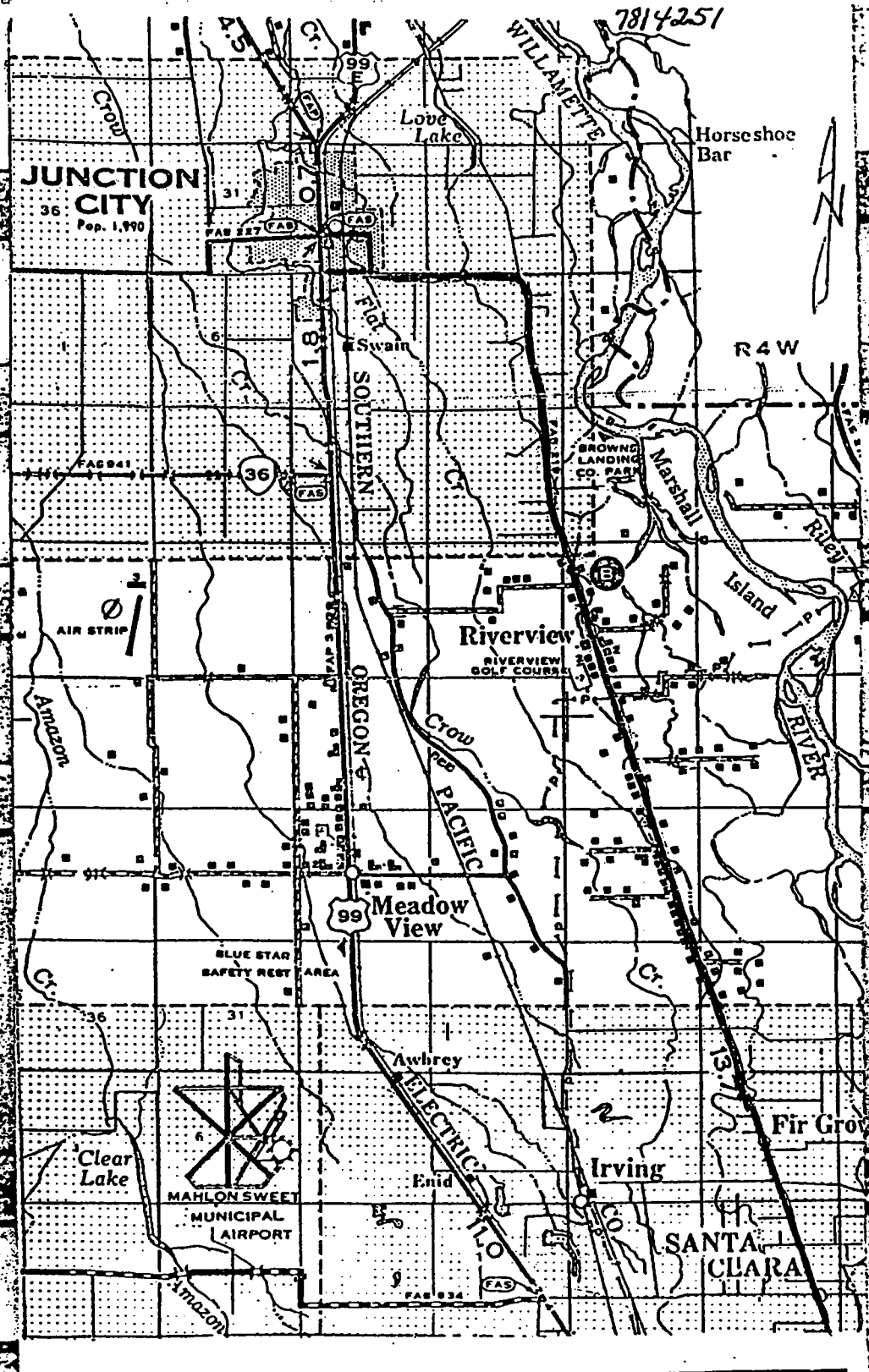
JUNCTION CITY
LANE COUNTY, OREGON

LEGEND

- FEDERAL AND INTERSTATE SYSTEM
- FEDERAL AND PRIMARY SYSTEM
- FEDERAL AND SECONDARY SYSTEM - STATE
- FEDERAL AND SECONDARY SYSTEM - COUNTY
- OTHER FEDERAL AND SECONDARY LOCAL
- DENOMINATION OF ROAD SYSTEM
- DENOMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNIMPROVED HIGHWAY - NO OF LANES
- STREET OPEN TO TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE
- US NUMBERED ROUTE
- STATE NUMBERED ROUTE
- △ POST OFFICE
- SCHOOL
- CITY CENTER
- RR DEPOT
- CITY LIGHTS
- PUBLIC BLDG
- CITY HALL
- SECURE OFFICE
- ANIMAL
- LIBRARY

PROPERTY OF THE
ORIGINS STATE ENGINEERING GROUP
A CONTRIBUTION TO THE
US DEPARTMENT OF TRANSPORTATION
NATIONAL PLANNING COMMISSION
Population 2,200
Scale 1" = 1/4 MI.
Revised March 1974



7814251

JUNCTION CITY
36
Pop. 1,990

Horseshoe Bar

SOUTHERN PACIFIC
OREGON PACIFIC

Riverview
RIVERVIEW GOLF COURSE

Meadow View

BLUE STAR SAFETY REST AREA

Clear Lake

MAHLON SWEET MUNICIPAL AIRPORT

Awhrey

Enid

Irving

Fir Grove

SANTA CLARA

AIR STRIP

Amazon

WILLAMETTE

Love Lake

R4W

BROWN LANDING CO. PARK

Marshall Island

WILLAMETTE RIVER

OREGON 36

OREGON 99

OREGON 131

OREGON 130

FAR 227 CAD

FAR 941

FAR 36

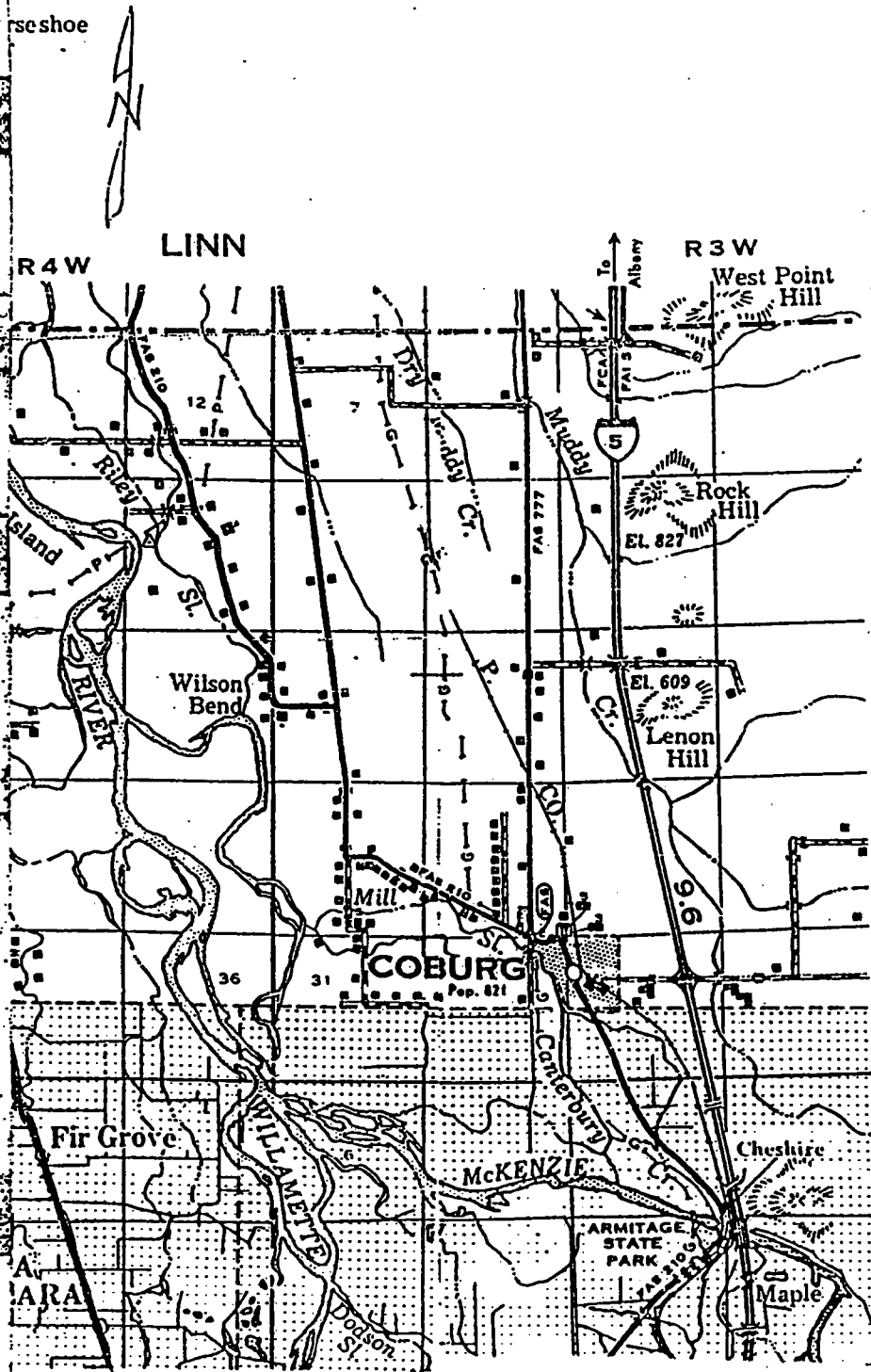
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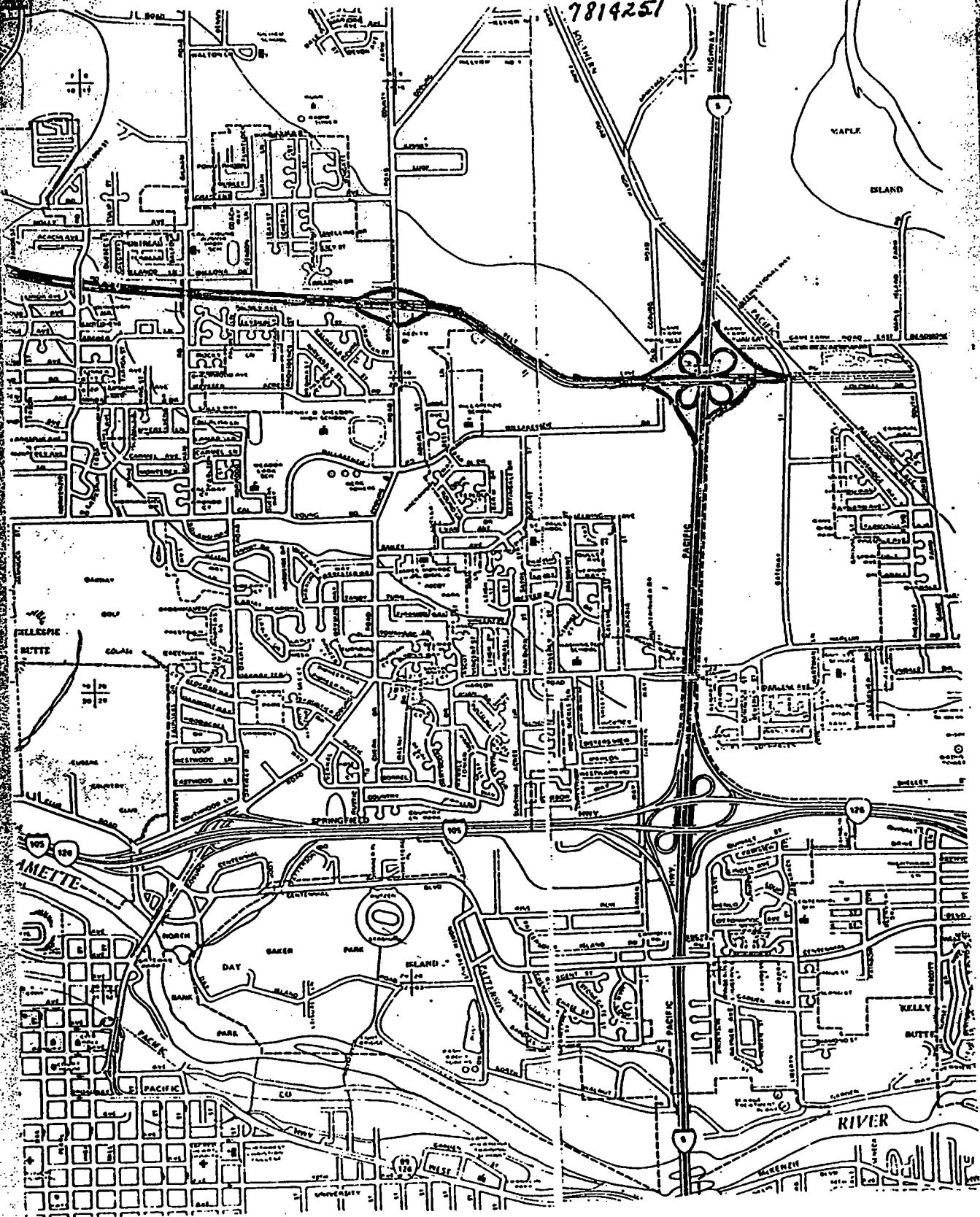
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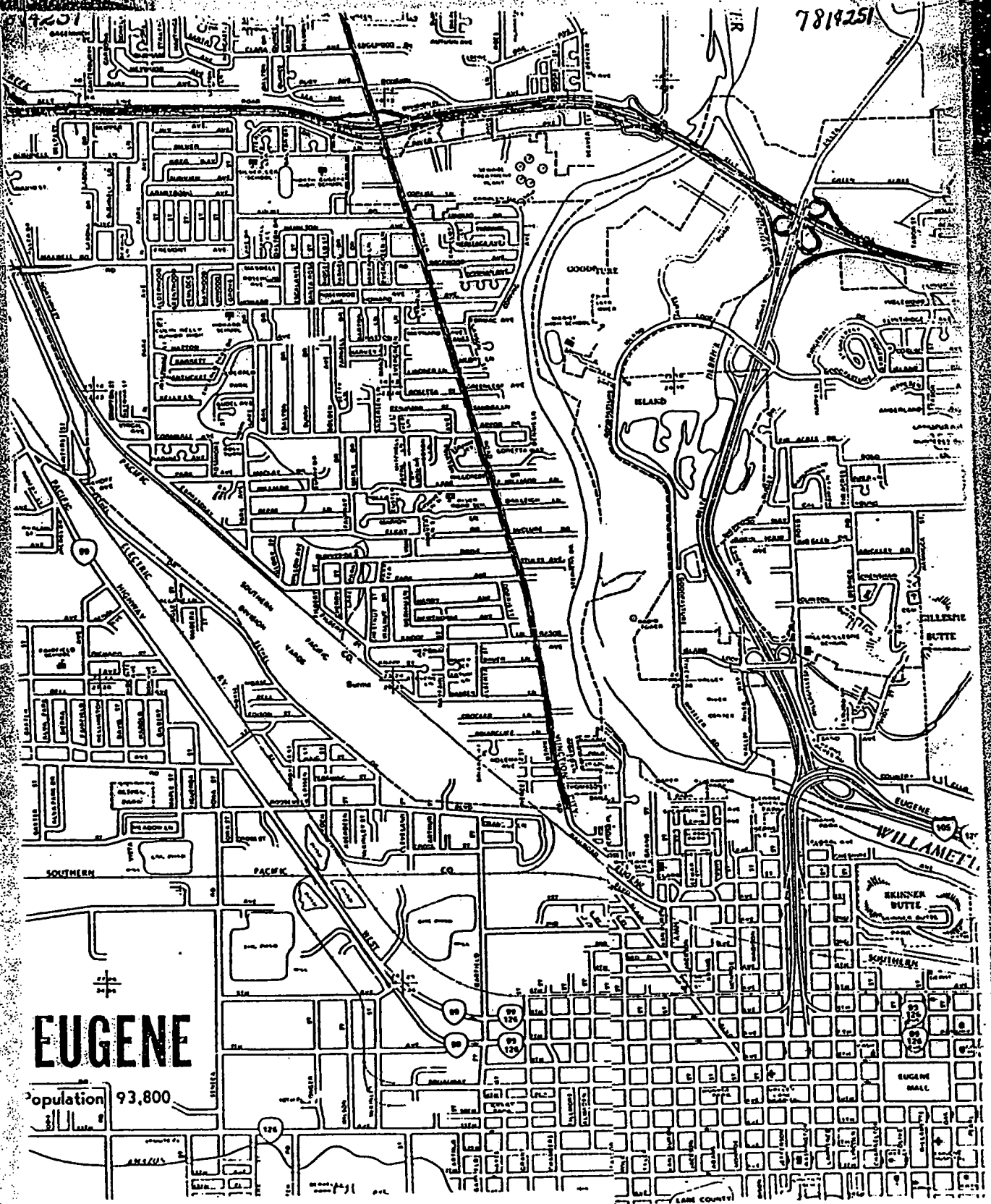
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EUGENE

Population 93,800

EUGENE MALL

WILLAMETTE BUTTE

WILLAMETTE

EUGENE

WILLAMETTE BUTTE

ISLAND

WOODFOLDS

SOUTHERN

PACIFIC

CLATSOP COUNTY

ASHLAND

WHEATLAND

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State of Oregon,
County of Lane—ss.

I, D. M. Penfold, Director of the Department of General Services, in and for the said County, do hereby certify that the within instrument was received for record as

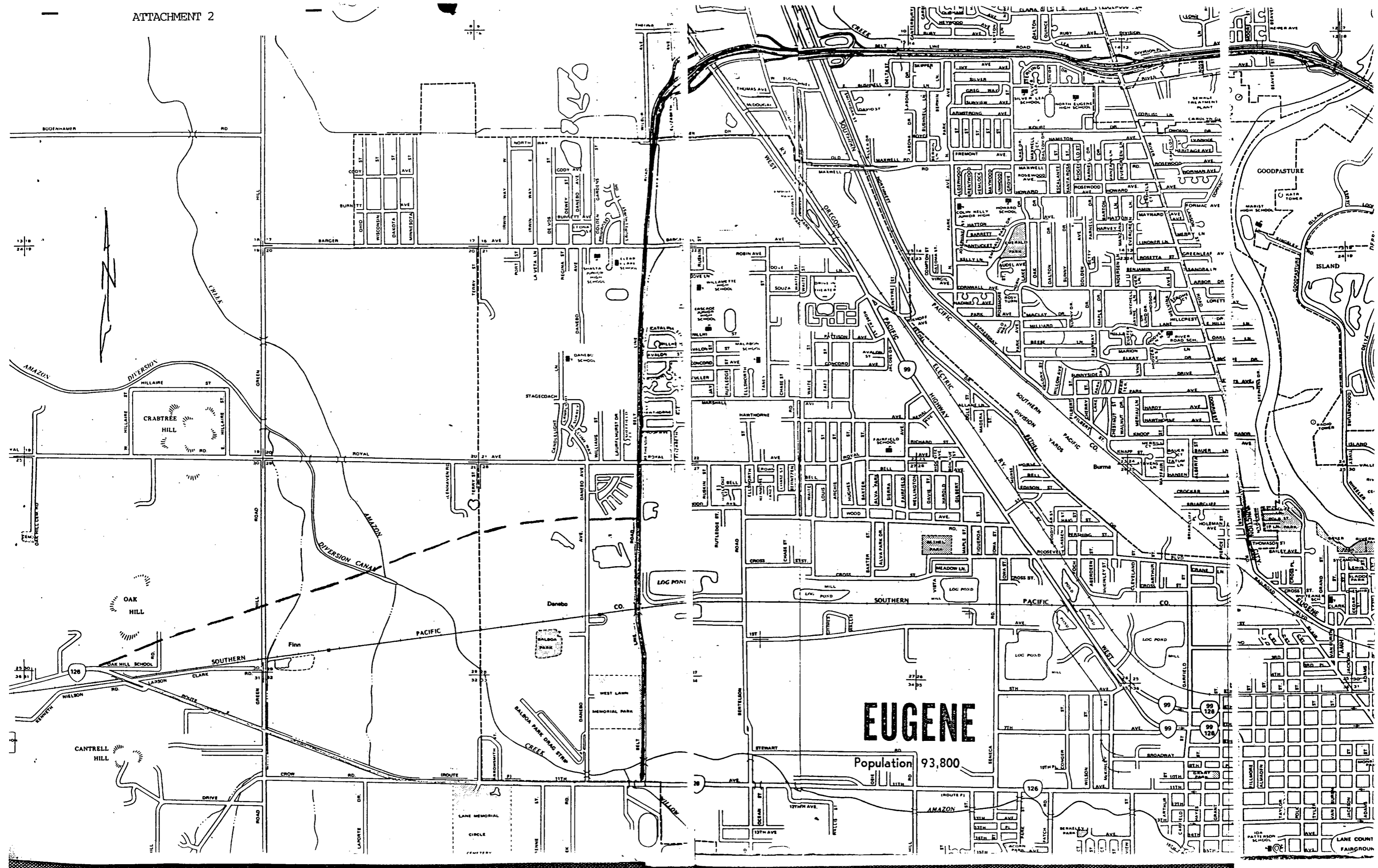
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Lane County, Oregon Records

D. M. Penfold, Director of the Department of General Services

D. M. Penfold
Director of the Department of General Services



EUGENE

Population 93,800

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24 19

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24 19

23 30
36 31

23 30
36 31

LANE COUNTY FAIRGROUN



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation
Area Manager/Project Manager
644 A Street
Springfield, Oregon 97477
PHONE (541) 744-8080
FAX (541) 744-8088

FILE CODE:

July 2, 2004

Public Works Director Ollie Snowden
3040 N. Delta Hwy
Eugene, OR 97408

This letter is to update you as to the status of the West Eugene Parkway (WEP) re-evaluation report. Since early 2003 the Oregon Department of Transportation and our contractor, URS, have been performing the technical reassessment of the parkway. This work with Lane County, City of Eugene and LCOG staff included updating the local land use and transportation model, review of the new design life, and review of the new design standards and its implications. We also used this time to update our assessment of the environmental impacts for the proposed project. This re-evaluation report has been reviewed by Federal Highway Administration (FHWA) and we are awaiting their final signature prior to release.

A key factor to move the WEP forward is the roadway design of the Unit 1 to local street standards. We will be meeting with City and County staff members later in July to better formalize what will be needed prior to FHWA approval of the Supplemental Final Environmental Impact Statement concerning this issue.

I have also attached a Fast Fact sheet on the WEP. Until the update of the frequently asked questions is complete, I hope this provides some answers to your questions.

We will keep you informed of public meetings and updates as we move forward to final approval of this project.

Sincerely,


Robert J Pirnie
Area 5 Manager

attachment: Fast Facts

cc: Distribution list

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**West Eugene Parkway
Re-Evaluation and Redefinition Phase
Fast Facts – June 2004**

Why are we re-evaluating the Parkway?

The intent of this phase is to determine three major issues:

- What design do we need to meet the new forecast year of 2025?
- Will the new design require a new Supplemental Draft EIS?
- Will any local plans need to be amended?

What are some of the changes to the modified alignment?

The following is a summary of the proposed design changes:

- **WEP and Seneca Road** – an additional through lane in each direction on Seneca Road, no left turns from the WEP to Seneca Road and the addition of southbound and northbound right-turn lanes from Seneca Road to the WEP
- **WEP and Bertelsen Road** – an additional through lane in each direction on Bertelsen Road, additional left-turn lanes from the WEP and from Bertelsen Road and the addition of southbound right-turn lanes from Bertelsen Road
- **WEP and Beltline Highway** – an interchange with two signals on the WEP (similar to the interchange as defined within the Beltline Highway Phase III project)
- **WEP and Green Hill Road** – the addition of eastbound and westbound right-turn lanes from the WEP to Green Hill Road and the addition of a southbound through lane on Green Hill Road
- **Beltline Highway and West 11th Avenue** – an additional left-turn lane from eastbound on West 11th Avenue to northbound on Beltline Highway
- **Roosevelt Boulevard and Seneca Road** – revise the northbound lane geometry on Seneca Road
- **Beltline Highway, between West 11th Avenue and the Railroad Bridge** – one additional through lane in each direction

Were other alternatives re-evaluated?

In addition to the Preferred and Modified Alignments, study participants developed and evaluated a variety of other alternatives that were eliminated from further study, based on information developed through the course of the Re-Evaluation and Redefinition Phase of work.

How much will it cost to build the new Parkway?

The total construction cost is estimated to be approximately \$111 million in 1997 dollars.

What's next?

- Complete Re-Evaluation & obtain FHWA approval to move forward with an SFEIS – June /July 2004
- Brief Local Jurisdictions & Stakeholders
- Enter into an Intergovernmental Agreement with City & County on Jurisdictional Transfer and Design Standards
- Complete remaining field work, technical analysis and documentation
- Revise and Update SFEIS with Cooperating Agencies and meet their procedural requirements
- Publish SFEIS and Complete Record of Decision – Spring 2005
- Obtain required R/W from BLM and others – Summer 2005
- Obtain Wetland and other Permits as required for Project – Summer 2005
- Complete Project Design – Summer 2005