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# **Project Information**

## **Listed by Project Category**

**Additional information about individual projects may be viewed on the  
Lane County CIP website at:**

**[www.lanecounty.org/Transportation\\_Planning/CIP.htm](http://www.lanecounty.org/Transportation_Planning/CIP.htm)**

## 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).

# GENERAL CONSTRUCTION

## **BEAVER STREET/HUNSAKER LANE**

Road # 3320-00  
FC: Urban Collector

Project #:   
Category: GENERAL CONSTRUCTION  
Scope: Urban Standards – 2-lane facility.  
Justification: Transportation System Plan project # 527 – Sidewalks and bike lanes needed.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:				3,000,000	
R/W:				300,000	
TOTAL:				3,300,000	

## **HARVEY ROAD, HILLEGAS TO UGB**

Road #: 2114-00  
MP:  
FC: Urban Collector

Project #:   
Category: GENERAL CONSTRUCTION  
Scope: Improve to urban standards  
Justification: Local development increasing on existing County road. Provides access to schools. Sidewalks and bike lanes needed. Local matching dollars from the City and City will take over jurisdiction upon completion of the project.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:		1,650,000			
R/W:		165,000			
TOTAL:		1,815,000			

## **HIGH PASS ROAD, MP 0.00-0.859**

Highway 99 to Oaklea Drive

Road #: 3455-00  
MP: 0.00 to 0.859

Project #: 3455-4  
Category: GENERAL CONSTRUCTION  
Scope: Improve to urban standards  
Justification: Lane County TSP Project #24. Junction City TSP Project #5. Narrow road built to rural standards in developing area of Junction City. Sidewalks and bike lanes needed.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:				2,000,000	
R/W:				200,000	
TOTAL:				2,200,000	

## **BOB STRAUB PARKWAY (formerly Jasper Road Extension)**

S. 57<sup>th</sup> St. to Jasper Rd.

Project #: 1994-2  
Category: GENERAL CONSTRUCTION  
Scope: Phase 2 construction of a new arterial between the Eugene-Springfield Highway and the Springfield-Creswell Highway. The roadway will include a rural section and an improved, at-grade, railroad crossing and intersection with Jasper Road.  
Justification: The new extension would shift through traffic away from the local street network.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:	3,850,000				
R/W:	137,500				
TOTAL:	3,987,500				

**BOB STRAUB PARKWAY ENVIRONMENTAL MITIGATION**

End of pavement to Corps of Engineers boat ramp.

Road #:   
MP:   
FC:

Project #: 1904-1   
Category: GENERAL CONSTRUCTION   
Scope: Construction of Wetland Mitigation site

Justification: To Comply with regulatory statutes.

	<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:		385,000				
R/W:						
TOTAL:		385,000				

**MARCOLA ROAD, MP 11.49-16.08**

Wendling 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. Project design concept approved by Board Order 06-1-18-1

	<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:		3,850,000				
R/W:		385,000				
TOTAL:		4,235,000				

**PRAIRIE ROAD**

Bailey Lane to high pass road

Project #:   
Category: GENERAL CONSTRUCTION   
Scope: Two Lane Urban Facility

Justification: Total construction and right of way will be funded by the City of Junction City. The City has also committed to accepting this section of Prairie Road as a City Street. Lane County will provide design and construction services.

	<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:				1,000,000		
R/W:				100,000		
TOTAL:				1,000,000		

**STRUCTURES**

**BRICE CREEK**

Mile Post 3.31

Category: STRUCTURES   
Scope: Replace structure with new bridge meeting current standards. Project has been awarded HBRR funding.

Justification: The bridge has cracks in its concrete girders resulting in reduced shear capacity.

	<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:				1,791,457		
R/W:						
TOTAL:				1,791,457		

**LONDON ROAD**

Mile Post 8.73

Category: STRUCTURES

Scope: Replace structure with new bridge meeting current standards. Project has been awarded OTIA III funding.

Justification: The bridge has shear cracking in its concrete girder.

<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:	896,000				
R/W:					
TOTAL:	896,000				

**LONDON ROAD**

Mile Post 11.25

Category: STRUCTURES

Scope: Replace structure with new bridge meeting current standards. Project has been awarded OTIA III funding.

Justification: The bridge has shear cracking in its concrete girder.

<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:	782,000				
R/W:					
TOTAL:	782,000				

**LONDON ROAD**

Mile Post 13.01

Category: STRUCTURES

Scope: Replace structure with new bridge meeting current standards. Project has been awarded OTIA III funding.

Justification: The bridge has shear cracking in its concrete girder.

<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:	783,000				
R/W:					
TOTAL:	783,000				

**SHARPS CREEK ROAD**

Mile Post 8.72

Category: STRUCTURES

Scope: Replace structure with new bridge meeting current standards. Project has been awarded HBRR funding.

Justification: The bridge has deficient girder shear capacity.

<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:			1,536,941		
R/W:					
TOTAL:			1,536,941		

## PRESERVATION/REHABILITATION FUNDS

### OVERLAYS AND PAVEMENT REHABILITATION

Category: PRESERVATION/REHABILITATION FUNDS

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.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
R/W:					
TOTAL:	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000

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 Operations, Maintenance & Preservation (OM&P) expenditures.

### BRIDGE REHABILITATION AND PRESERVATION

Category: PRESERVATION/REHABILITATION FUNDS

Scope: Fund to cover contract services for bridge rehabilitation and replacement.

Justification: The need to have a fund available to meet unexpected structural needs.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:	0	0	0	0	0
R/W:					
TOTAL:	0	0	0	0	0

### COVERED BRIDGE REHABILITATION

Category: PRESERVATION/REHABILITATION FUNDS

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

Justification: These wooden bridges require frequent maintenance in order to preserve Lane County's heritage.

<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:	0	300,000	0	0	0
R/W:					
TOTAL:	0	300,000	0	0	0

## SAFETY IMPROVEMENTS

### SAFETY FUND

Category: SAFETY IMPROVEMENTS

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 recognition of potential capital expenditures that have not surfaced or are under investigation.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:	0	300,000	0	0	0
R/W					
Total:	0	300,000	0	0	0

**DELTA BELTLINE INTERCHANGE OPERATIONS**

Interchange

Project #: 1730-1 FC: Principal Arterial

Category: SAFETY IMPROVEMENTS

Scope: Interchange improvements.

Justification: Delta/Beltline Interchange modernization was moved to Projects for Development. These funds are proposed for interim operations and safety improvements to be identified.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:			1,100,000		
R/W:					
TOTAL:			1,100,000		

**IRVING ROAD AT NW EXPRESSWAY AND U.P. RAILROAD CROSSING**

Project #: FC:

Category: SAFETY IMPROVEMENTS

Scope: Improve safety conditions at railroad crossing

Justification: An application for Federal ODOT Rail "section 130" funds will be made. Lane county is proposing to provide up to \$450,000 toward the project.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:		1,500,000			
R/W:					
TOTAL:		1,500,000			

**PAYMENTS AND MATCHES TO OTHER AGENCIES**

**COUNTY CITY ROAD PARTNERSHIP PAYMENTS**

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.

<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:	2,500,000	0	0	0	0
R/W:					
TOTAL:	2,500,000	0	0	0	0

NOTE: The current County/City Road Partnership payments have been approved through FY 2006-2007. However, continuation of the program or the level of future payments will be approved annually at the discretion of the Board of County Commissioners.

**OTIA III PASS-THROUGH PAYMENTS TO CITIES**

Category: PAYMENTS TO OTHER AGENCIES

Scope: Payments to cities of County maintenance funds from the OTIA III legislation. Approved through FY 06-07.

Justification:

	<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:		500,000	0	0	0	0
R/W:						
TOTAL:		500,000	0	0	0	0

**I-5/COBURG INTERCHANGE**

Pearl Street at Interstate 5

Project #:

Category: PAYMENTS TO OTHER GOVERNMENT AGENCIES

Scope: Modernization of interchange.

Justification: Local match for Federal earmark funds and ODOT STIP funds.

	<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:				2,500,000		
R/W:						
TOTAL:				2,500,000		

**FISH PASSAGE PROJECTS**

**FISH PASSAGE PROJECTS**

Category: FISH PASSAGE PROJECTS

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.

	<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:			50,000			
R/W:						
TOTAL:			50,000			

**NELSON MOUNTAIN ROAD (Knapp Creek)**

mp 5.8 – 5.9

Category: FISH PASSAGE PROJECTS

Scope: Culvert Replacement

Justification:

	<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:		50,000				
R/W:						
TOTAL:		50,000				



## ROADS FOR ASSISTED HOUSING PROJECTS

### **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.

<u>FY</u>	<u>06/07</u>	<u>07/08</u>	<u>08/09</u>	<u>09/10</u>	<u>10/11</u>
Cost:	75,000	250,000	250,000	0	250,000
R/W:					
TOTAL:	75,000	250,000	250,000	0	250,000

### **FERN GLEN ASSISTED HOUSING PROJECT (Veneta)**

Category: Roads for Assisted Housing Projects

Scope: Construction of a street to assist the Fern Glen housing project.

Justification: To provide assistance for low income housing by making road fund eligible improvements

<u>FY</u>	<u>06-07</u>	<u>07-08</u>	<u>08-09</u>	<u>09-10</u>	<u>10/11</u>
Cost:	150,000				
R/W:					
TOTAL:	150,000				

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## **Status of Previously Adopted Projects**

# Status of Previous Projects FY 2004-2005

<i>Category</i>	<i>Approved CIP Amount (\$)</i>	<i>Year to Date (\$)</i>	<i>Status</i>
<b>STRUCTURES</b>			
Covered Bridge Painting/Roofing	150,000		
OTIA III Bridge Replacements			
- London Road, MP 8.73	896,000		Moved to FY 2006-2007
- London Road, MP 11.25	782,000		Moved to FY 2006-2007
- London Road, MP 13.01	783,000		Moved to FY 2006-2007
- Row River Road, MP 16.64	799,000		Moved to FY 2005-2006
- Sharps Creek Road, MP 6.48	606,000		Moved to FY 2005-2006
Lowell Covered Bridge	2,200,000		Under Contract - Ribbon Cutting – July 2006
<b>TOTAL STRUCTURES</b>	<b>6,216,000</b>	<b>0</b>	
<b>GENERAL CONSTRUCTION</b>			
Bernhardt Heights Realignment	385,000		Moved to FY 2005-2006
Cedar Flat Road, Hwy 126 to E. Cedar Flat	500,000		100% Complete
Game Farm Road, Springfield C.L to Coburg Rd	2,750,000		100% Complete
Jasper Road Extension, S. 57 <sup>th</sup> to Jasper Rd.	3,500,000		Moved to FY 2005-2006
Martin Luther King Jr. Parkway	4,800,000		Under Contract - Completion Date – Oct. 2006
<b>TOTAL GENERAL CONSTRUCTION</b>	<b>11,935,000</b>	<b>1,857,860</b>	
<b>PAVEMENT FUND</b>			
Overlays and Rehabilitation	3,000,000		Three contracts completed.
<b>TOTAL PAVEMENT FUND</b>	<b>3,000,000</b>	<b>2,367,695</b>	
<b>SAFETY IMPROVEMENTS</b>			
Safety Improvement Fund	125,000		No projects identified.
Shoestring Road Slide Repair	400,000		100% Complete
Stagecoach Road embankment stabilization	1,100,000		Contract Complete – Slope stabilization contract to begin May 2006
<b>TOTAL SAFETY IMPROVEMENTS</b>	<b>1,625,000</b>	<b>0</b>	
<b>PAYMENTS TO OTHER GOVERNMENT AGENCIES</b>			
42 <sup>nd</sup> Street Signal - Springfield	200,000		ODOT has not approved the project.
Hwy 58 at Industrial Way - ODOT	240,000		Funds moved to fund relocation of Fish Hatchery Rd. & Hwy 58 Bridge.
Hwy 126 at Thurston - ODOT	0		Project Dropped
Spfld/Creswell Hwy Bike/Ped facility at I5 - ODOT	0		- ODOT contract underway.
Federal Courthouse Trans. Imp.	1,600,000		0 Project in progress
<b>TOTAL PAYMENTS TO OTHER</b>	<b>2,040,000</b>	<b>0</b>	

GOVERNMENT AGENCIES

# Status of Previous Projects FY 2005-2006

<i>Category</i>	<i>Approved CIP Amount (\$)</i>	<i>Year to Date (\$)</i>	<i>Status</i>
<b>STRUCTURES</b>			
Covered Bridge Painting/Roofing	150,000		
OTIA III Bridge Replacements			
- London Road, MP 8.73	896,000		Moved to FY 2006-2007
- London Road, MP 11.25	782,000		Moved to FY 2006-2007
- London Road, MP 13.01	783,000		Moved to FY 2006-2007
- Row River Road, MP 16.64	799,000		Contract pending. Likely re-bid 2007.
- Sharps Creek Road, MP 6.48	606,000		Contract Pending
Lowell Covered Bridge	2,200,000		Contract underway - Ribbon Cutting – July 2006
<b>TOTAL STRUCTURES</b>	<b>6,216,000</b>	<b>0</b>	
<b>GENERAL CONSTRUCTION</b>			
Bernhardt Heights Realignment	385,000		To contract 2006.
Cedar Flat Road, Hwy 126 to E. Cedar Flat	500,000		100% Complete
Game Farm Road, Springfield C.L to Coburg Rd	2,750,000		100% Complete
Jasper Road Extension, S. 57 <sup>th</sup> to Jasper Rd.	3,500,000		Permits pending. Goal is 2006 contract.
Martin Luther King Jr. Parkway	4,800,000		Contract Underway - Completion Date – Oct. 2006
<b>TOTAL GENERAL CONSTRUCTION</b>	<b>11,935,000</b>	<b>1,857,860</b>	
<b>PAVEMENT FUND</b>			
Overlays and Rehabilitation	3,000,000		Three contracts completed.
<b>TOTAL PAVEMENT FUND</b>	<b>3,000,000</b>	<b>2,367,695</b>	
<b>SAFETY IMPROVEMENTS</b>			
Safety Improvement Fund	125,000		No projects identified.
Shoestring Road Slide Repair	400,000		100% Complete
Stagecoach Road embankment stabilization	1,100,000		Contract Complete – Slope stabilization contract to begin May 2006
<b>TOTAL SAFETY IMPROVEMENTS</b>	<b>1,625,000</b>	<b>0</b>	
<b>PAYMENTS TO OTHER GOVERNMENT AGENCIES</b>			
42 <sup>nd</sup> Street Signal - Springfield	200,000		ODOT-not approved
Hwy 58 at Industrial Way - ODOT	240,000		Funds moved to fund relocation of Fish Hatchery Rd. & Hwy 58 Bridge. IGA signed for ODOT contract in 2007.
Hwy 126 at Thurston - ODOT	0		Project Dropped
Spfld/Creswell Hwy Bike/Ped facility at I5 - ODOT	0		- ODOT contract underway
Federal Courthouse Trans. Imp.	1,600,000	0	Project in progress
<b>TOTAL PAYMENTS TO OTHER GOVERNMENT AGENCIES</b>	<b>2,040,000</b>	<b>0</b>	

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# **Public Improvement Projects FY 06/07**

The Public Improvements Project List for FY 05-06 that follows is a countywide listing of all capital improvement contracts scheduled for FY 05-06. This list is forwarded to the

Oregon Bureau of Labor and Industries as required by state law.  
 LANE COUNTY, OREGON

PUBLIC IMPROVEMENT PROJECTS FY 06/07

*DRAFT: This list will be adopted separately by the Board on May 17, 2006.*

ROAD FUND

STREET & HIGHWAY CAPITAL IMPROVEMENTS

General Construction

Bob Straub Parkway, S. 57 <sup>th</sup> St.-Jasper Rd.	\$3,850,000	Contractor
Marcola Road, Wendling-Johnson	3,850,000	Contractor

Pavement Fund

Overlays and Rehabilitation	\$3,000,000	Contractor
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Structures

London Road, mp 8.73	\$896,000	Contractor
London Road, mp 11.25	782,000	Contractor
London Road, mp 13.01	783,000	Contractor

Roads for Assisted Housing Projects

Fern Glen Assisted Housing Project	\$150,000	Contractor
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FACILITIES

Delta Shop Remodel (old Qwest property)	\$550,000	County/Contractor
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FLEET FUND

Mechanic Shop (Glenwood CRS) <sup>1</sup>	\$50,000	County/Contractor
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**SOLID WASTE FUND**

Mechanic Shop (Glenwood CRS) <sup>1</sup>	\$105,000	County/Contractor
Quamash Prairie Bridge	175,000	County/Contractor
South Cell Closure of Phase 1 & 2	1,425,256	County/Contractor
Cell Development Phase 5	1,752,392	County/Contractor

**COMMUNITY DEVELOPMENT BLOCK GRANT**

Mapleton Water System	\$650,000	Contractor
Blue River Water System	850,000	Contractor

**PUBLIC SAFETY**

Regional Microwave Network, Phase 1B, 1C and 2A	\$12,000,000	Contractor
Emergency Operations Center Expansion/Remodel	250,000	Contractor
Corrections Kitchen/Maintenance Remodel	500,000	Contractor

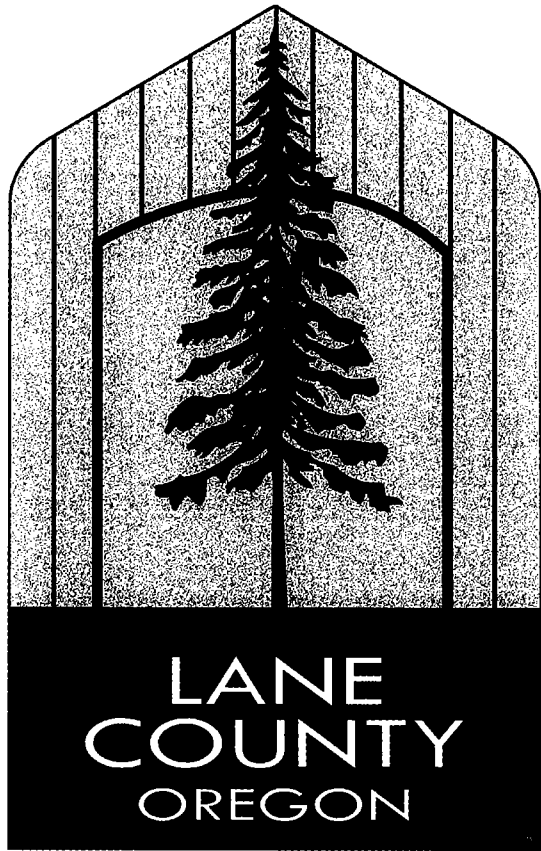
**CAPITAL IMPROVEMENT FUND**

Projects to be added after Board action May 17, 2006

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<sup>1</sup> Cost Sharing

# **NOTES**



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Lane County Public Works Department  
3040 North Delta Highway  
Eugene OR 97408-1696



# Attachment 1

## RAC MEMO

January 25, 2006 Draft 07-11 CIP Release





## **M E M O R A N D U M**

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**TO:** Roads Advisory Committee  
**FROM:** Sonny Chickering, County Engineer  
**DATE:** 1/25/2006  
**RE:** 07-11 DRAFT Capital Improvement Program

Staff recommends releasing the Draft 07-11 Capital Improvement Program (CIP) executive summary tables document for public review in anticipation of a public hearing scheduled for February 22, 2006.

The CIP tables once again reflect a projected decrease in funding for the five-year program compared to historic levels. The Public Works Director has discussed the status of the County Road Fund with the Roads Advisory Committee, so you are familiar with the revenue issues the Public Works Department faces. The draft is based on the best financial information available.

As an overview, the 5-year total CIP program has decreased from \$107 million in 05-09, to \$59 million for the 06-10 program, and now is proposed to be \$46.5 million for the 07-11 5-year cycle. This is a substantial scaling back of the County Capital Improvement Program. Further reductions in the CIP or other programs may be necessary if reauthorization of the Secure Rural Schools and Community Self-Determination Act of 2000 does not occur at the current funding level.

The draft continues to show elimination of the \$2.5 million Road Partnership payments after FY 06-07. The Community Development Road Improvement Assistance Program (CAP) also remains unfunded as was presented last year. It is no longer shown as a category in the Summary Tables. Overlays and Pavement Rehabilitation and Covered Bridge Rehabilitation projects have been placed under a new category entitled Preservation/Rehabilitation Funds.

The base categories of Safety Improvements and Fish Passage Projects show a single allocation in FY 07-08 instead of a uniform series for all five years of the program. This allocation represents a set aside amount that can be anticipated for future projects and allows Public Works and partner agencies to plan for and/or request funds as projects become imminent.

The enclosed tables show the draft 5-year program at about the \$46 million level. The 5-year net County CIP cost is just over \$39 million, with the balance of around \$7 million representing project specific revenues and grants that are anticipated. The net Road

Fund amount of \$39 million was based on the cash flow information given by the Public Works Director, and represents having a year end fund balance of around \$8 to \$9 million to make operations and capital project payments. The following is also true for this year's CIP 5-year program:

- The last year of the draft program (FY 10-11) contains no capital projects, other than \$3 million in preservation funds and a \$250,000 allocation in the Assisted Housing Fund.
- Engineering staff cuts of \$2 million are planned for FY 06-08 to balance staffing levels with overall project levels.
- The pavement preservation line item to repair roads is flat at \$3 million per year even while unit costs rise each year.
- Staff is recommending greater emphasis on projects that score high in readiness and that offer funding leverage to County road funds.
- Staff is recommending bringing back the "Projects for Development" category to list staff recommendations for priority projects if additional funds become available, either through grant opportunities, new revenues, or reductions in other expenditures.

#### **07-11 Draft CIP Plan Methodology**

In general, the 07-11 Draft CIP was created as described below:

1. Start with a blank 5-year program and an estimate of \$39 million in County funding available for the CIP.
2. Schedule the following sums in "base" CIP categories.
  - a. Bridge Rehabilitation – Show a zero balance since OTIA III and HBRR grants are meeting needs in this CIP cycle with any non-structural maintenance handled under O&M budget.
  - b. Covered Bridge Rehabilitation –\$300,000 in FY 07-08 for unanticipated future projects. Three projects anticipated in FY 10-11 are being shown on the Development/Unfunded list.
  - c. Overlays and Pavement Rehabilitation - Remains at flat level of \$3,000,000 per FY. No increase due to inflation.
  - d. Safety Improvements Fund – \$300,000 shown in FY 07-08 to address any near-term project needs.
  - e. Culvert Replacements for Fish Passage – Rename to "Fish Passage Projects" and reduce to \$100,000 in FY 07-08.
  - f. Assisted Housing Fund – Keep first four years same as last CIP cycle and add \$250,000 in FY 10-11.
3. Schedule previously committed projects and programs (I-5/Coburg, OTIA Pass-Through). Many of these have existing signed IGA agreements, and some of them terminate at a certain date (County/City Payments).

4. Schedule projects receiving significant outside revenues, such as HBRR and OTIA III funds. These projects typically have construction year commitments.
5. Schedule projects that significantly leverage County funds. This is a critical component to a project's overall priority.
6. Take note of which projects we have already invested significant time and public process involvement in. These projects are typically within the first two years of the program.
7. Use the project prioritization matrix to further balance expected revenues against expenses. Update all project costs.
8. List projects that cannot be funded, but still rank higher in priority, in the "Projects for Development" category.

### **Prioritization Matrix**

As with the 06-10 CIP, this year's CIP used prioritization factors in identifying key merits for each potential project. The prioritization factors were used to compare the relative merit of individual projects. Each factor in which the proposed project would provide a benefit was marked with a plus (+) or a double-plus (++), with a double-plus symbol indicating a strong benefit for that respective factor. These ratings are used to help identify the highest benefit projects for inclusion in the CIP.

Attachment 1 shows the list of road projects and their average number of plus symbols based on staff evaluation. The projects that have been committed to the program, either through significant strides already completed or through leveraging of other projects or funding, are listed at the top of the spreadsheet and highlighted. The remaining projects are below this and sorted, highest to lowest, by the number of plus symbols they received by staff members. Projects that are unfunded are shown on the "Projects for Development" list. To help understand the reasoning behind the project ratings, the eleven prioritization factors are further explained in the attachment.

We did not show prioritization rankings for the numerous bridge replacement and repair projects in the proposed CIP. This is due to the fact that bridges are not nominated for repair or replacement unless they have a significant structural problem. In most of the cases in Lane County, the bridges that are being listed in the CIP are funded through OTIA III or HBRR sources.

As previously mentioned, we did not have the ability to add modernization projects to the last year of the CIP knowing that the Road Fund Reserve cannot fund them. The Board has directed draw down of the Road Fund Reserve over the past decade, and together with the uncertainty of the Federal reauthorization of timber receipt payments, this has forced us to revise our approach and look more intently on alternate sources of revenue than we have in the past.

Some projects and programs have been cut back or eliminated, while others have been added. Of significance is the recommendation to scale back and re-think Lane County's role and limitations in the Delta/Beltline Interchange. We have been trying for many years to arrive at a solution in this area, but have been unsuccessful. As recent as

1999, we had a consultant perform a preliminary design study for the Delta Highway portion of the interchange. While the study showed some merit to improving (widening, modernizing) Delta Highway at Beltline, there was degradation of traffic conditions on Beltline. Without policy mobility standards on Beltline being met, ODOT has been unable to approve any modernization of Delta Highway, since the two facilities are considered a system.

One of the prime factors in the success of any modernization project is a defined problem and solution. ODOT has programmed planning funds and STIP funds to study the section of Beltline, from Coburg Road to River Road, including the Delta/Beltline Interchange, the Willamette River bridge crossings, access spacing, etc. We hope that this study will lead to better definition of interim operational and safety improvements that may help in the short-term and also define long-term modernization needs.

In recognizing these factors and realities, we are showing a placeholder dollar amount of \$1.1 million in the Safety Category for this interchange area. This money can be used by area partners for short-term system and safety improvements in the area. We are also clearly recommending that other capital projects be considered for construction, and as supported in our prioritization matrix. The County will also commit staff resources to further study and refine the problem and solution at the Delta/Beltline interchange area and corridor, in conjunction with area partners such as the City of Eugene and ODOT.

### **Project Information Sheets**

Attachment 2 to this memo contains more detailed information regarding the projects considered for inclusion in the draft CIP. These individual project sheets show an image of the existing road, provide available data, and describe the problem and proposed solution. The project sheets also describe the funding category and status of the project, along with how they are rated based on the eleven prioritization factors. We feel that the project sheets will provide additional information to you, the Board, and the citizens on each project being considered in the CIP. We hope to carry this effort forward in a web-based presentation of the projects.

### **Recommendation**

After reviewing and discussing the information provided in this memo, staff recommends releasing the Draft 07-11 Capital Improvement Program (CIP) executive summary tables document for public review in anticipation of a public hearing scheduled for February 22, 2006.

### **ATTACHMENTS:**

Draft Executive Summary Tables

1 – 07-11 Draft CIP Project Prioritization Matrix

2 – Project Information Sheets

## Attachment 2

CIP - Public Hearing Notice January 26, 2006 and Information Packet



# LANE COUNTY

PUBLIC WORKS DEPARTMENT / 3040 North Delta Hwy. / Eugene, OR 97408  
Phone: (541) 682-8911 / Fax: (541) 682-8500

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## M E M O R A N D U M

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**TO:** All Interested Parties  
**FROM:** Mike Pattle, Capital Improvement Coordinator  
**DATE:** January 26, 2006  
**RE:** Draft Capital Improvement Program

The Roads Advisory Committee has released the Draft 2007-2011 CIP Summary Tables for public review in anticipation of their public hearing as follows:

**HEARING TOPIC** ⇒ Draft 07-11 Capital Improvement Program

**LOCATION** ⇒ Lane County Public Works, Delta Complex  
3040 N. Delta Highway  
Eugene OR 97408-1696

**DATE** ⇒ Wednesday, February 22, 2006

**TIME** ⇒ 6:30 PM

As a general note, the last fiscal year of the 2010–2011 Capital Improvement Program (CIP) shows no capital projects. Preservation and rehabilitation projects are programmed with emphasis on smaller projects. The programmed dollar amount in the Preservation and rehabilitation fund will be affected by current and future economic constraints.

The attached material contains the Draft Summary Tables showing the proposed 5-year CIP for Lane County Public Works. Included as attachments is a copy of the Memorandum delivered to the Roads Advisory Committee (RAC) recommending the release of the Draft 07-11 CIP. The content of the Memorandum outlines the draft CIP plan methodology of how Lane County Staff developed the Draft. Page one and two explains in general a financial overview of the current Draft CIP. Page two and three outlines the plan methodology used in formulating the Draft CIP. Page 3 and 4 explains the Prioritization Matrix used in recommending projects for consideration by the Board of Commissioners. And finally on page four a short paragraph on the Project Information Sheets. The project information sheets show an image of the existing road, provide available data, and describe the problem and proposed solution. The project information sheets also contain a table at the bottom of the second page showing the prioritization factors as shown on the Prioritization Matrix.

In general the Summary Tables are organized the same as in previous CIP years except we have added a category called "Projects for Development". These projects are currently un-



funded but rank high enough in the Prioritization Matrix to be considered. This category will allow staff to continue to develop these projects until funding becomes available.

A brief description of the Draft Summary Tables is as follow:

### GENERAL CONSTRUCTION AND RIGHT OF WAY TABLES

**Marcola Road Project (Phase III)** – The Board of Commissioners approved the design concept for this project during a regular meeting on January 18, 2006. This project has considerable staff time invested and is the last phase of the Marcola Road modernization project. Staff continues to work on this project and anticipates a bid opening in January 2007.

**Jasper Road Extension, South 57<sup>th</sup> to Jasper Rd.** – This project was originally adopted in the 97-01 CIP. This project, like Marcola Road has considerable staff time invested and is considered a committed project. Staff continues to work on this project and anticipates a bid opening in May of 2006.

**Jasper Road Extension Environmental Mitigation** – This is a new project for environmental mitigation associated with project environmental impacts on the Jasper Road Extension.

**High Pass Road** – This project was added to the CIP schedule as result of the needs assessment done in conjunction with the TSP update. It was originally adopted in 05-09 CIP.

High Pass Road is a major collector with an ADT of 3500. The construction of urban standards is proposed from Highway 99 to Oaklea Drive in Junction City. It is identified in the Junction City TSP for curb, gutter, sidewalk, bike lanes, and possible turn lanes at intersections. Residential subdivisions intersect this section of High Pass Road, and commercial development is present near the intersection with Highway 99. Currently, High Pass Road lacks any pedestrian or bike facilities. The development of an urban section would facilitate these modes and improve safety. It is listed as project number 24 in the Lane County TSP.

**Harvey Road, Hillegas to UGB** – This project area has an Average Daily Traffic (ADT) of 2100 recorded in the year 2000. The rural County road is relatively narrow and is in an area of Creswell where development is anticipated. Leveraged funds are anticipated from the City and development.

**Beaver Street/Hunsaker lane** – This project area has a high ADT of 6,800 recorded in 1999, and the road experiences heavy traffic volumes during peak periods. The road provides access for several old and new residential neighborhoods. The existing road has no bike or pedestrian facilities.

### STRUCTURES

**OTIA III Bridge Replacements** – Lane County had the opportunity to apply for funding under the Oregon State Legislature's Oregon Transportation Investment Act 2003 (OTIA III) created to help finance an intensive effort to address structural deficiencies on Oregon's bridges. Several bridges were identified several years back that were in need of crack investigation and repair. The list presented here contains these bridges and are identified for replacement or repair. The Oregon Transportation Commission approved these local bridge projects for funding in February 2004.

**London Road Structures** – Located on London Road at mile-posts 8.73, 11.25, 13.01.

**Highway Bridge Replacement and Rehabilitation Program (HBRR)** – The following projects have been awarded funds from the HBRR program.

**Sharps Creek Road** – Mile-post 8.72

**Brice Creek** – Mile-post 3.31

### PRESERVATION/REHABILITATION FUNDS

This category supports an overlay and pavement rehabilitation fund including a small amount for covered bridge rehabilitation. The Draft Summary Tables show three million for each year of the five year CIP. Keep in mind that this amount may or may not meet the priority of maintaining the existing road system. Economic factors such as oil prices and contract costs may reduce the overall effectiveness of the programmed amount.

The \$300,000 thousand in the Covered Bridge fund is programmed in fiscal year 2007-2008 but can be drawn from during the 2007-2011 CIP cycle.

### SAFETY IMPROVEMENTS

**Safety Fund** - Under the Safety Improvements Category County staff has programmed a fund amount in fiscal year 2007-2008 to use for small safety projects. This fund amount of \$300,000 thousand may be drawn from during the 2007-2011 CIP cycle.

**Delta / Beltline Interchange Operations** – A programmed amount in fiscal year 2008 –2009 is funded to make temporary improvements to Interchange Operations or to use as leverage funds for a combined agency solution for the Delta / Beltline Interchange.

**Irving Road at NW Expressway and UP Railroad Crossing** – An application for Federal ODOT Rail “Section 130” fund will be made to upgrade this busy railroad crossing to current design standards.

### PAYMENTS AND MATCHES TO OTHER AGENCIES

**County / City Road Partnership Payments** – Current County/City Road Partnership agreements expire at the end of FY 2006-2007. Continuation of their program is at the discretion of the Board of Commissioners. The tables reflect action taken by the Board during last year’s CIP adoption process.

**OTIA III Pass-through Payments to Cities** – 2006 – 2007 is the final year of these payments.

**I-5 / Coburg Interchange** – This CIP programmed money is a match for the requested federal earmark.

### FISH PASSAGE PROJECTS

**Fish Passage Project Fund** – This programmed amount is set aside for anticipated projects that will allow Public Works and partner agencies to plan for and /or request funds as projects become imminent.

### ROADS FOR ASSISTED HOUSING PROJECTS

**Assisted Housing Fund** – This funding is consistent with the last CIP adoption cycle.

### PROJECTS FOR DEVELOPMENT

These projects are identified in the Prioritization Matrix and the Draft CIP.

In summary all of this information can be found in the Draft Summary Tables, Prioritization Matrix and Project Sheets. The information can also be reviewed at the County’s Web Site for

your convenience. [http:// www.LaneCounty.org/TransportationPlanning/CIP.htm](http://www.LaneCounty.org/TransportationPlanning/CIP.htm), If you are unable to attend the hearing announced above, feel free to write or e-mail your comments to:

Mike Pattle – 07-11 CIP

3040 N. Delta Hwy

Eugene, Oregon 98408

Or e-mail to: [mike.pattle@co.lane.or.us](mailto:mike.pattle@co.lane.or.us)

COMMENTS MUST BE RECEIVED BY MARCH 3, 2006.

**ATTACHMENTS:**

1. Draft Executive Summary Tables
2. Memorandum to the Roads Advisory Committee
3. 2007 – 2011 Draft CIP Project Prioritization Matrix
4. Project Information Sheets