

Draft Executive Summary Tables

'07/'11

Capital Improvement Program

**Released by the Roads Advisory Committee
for Public Review**

January 25, 2006

07-11 Draft CIP

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	5 YR Total
ANNUAL TOTALS BY CATEGORY						
RIGHT-OF-WAY	522,500	165,000	0	500,000	0	1,187,500
GENERAL CONSTRUCTION	8,085,000	1,650,000	0	5,000,000	0	14,735,000
STRUCTURES	2,461,000	0	3,328,398	0	0	5,789,398
PRESERVATION/REHABILITATION FUNDS	3,000,000	3,300,000	3,000,000	3,000,000	3,000,000	15,300,000
SAFETY IMPROVEMENTS	0	1,800,000	1,100,000	0	0	2,900,000
<u>SUBTOTAL COUNTY PROJECTS</u>	<u>14,068,500</u>	<u>6,915,000</u>	<u>7,428,398</u>	<u>8,500,000</u>	<u>3,000,000</u>	<u>39,911,898</u>
PAYMENTS AND MATCHES TO OTHER AGENCIES	3,000,000	0	2,500,000	0	0	5,500,000
FISH PASSAGE PROJECTS	0	100,000	0	0	0	100,000
ROADS FOR ASSISTED HOUSING PROJECTS	225,000	250,000	250,000	0	250,000	975,000
<u>SUBTOTAL-PAYMENTS & SPECIAL PROJECTS</u>	<u>3,225,000</u>	<u>350,000</u>	<u>2,750,000</u>	<u>0</u>	<u>250,000</u>	<u>6,575,000</u>
Annual CIP	17,293,500	7,265,000	10,178,398	8,500,000	3,250,000	46,486,898
Project Specific Revenue / Grants	2,461,000	1,600,000	2,962,274	0	0	7,023,274
Net County CIP Cost	14,832,500	5,665,000	7,216,124	8,500,000	3,250,000	39,463,624

07-11 Draft CIP

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
RIGHT OF WAY ¹					
Beaver Street/Hunsaker Lane ²				300,000	
Harvey Road, Hillegas to UGB ³		165,000			
High Pass Road ⁴				200,000	
Jasper Road Extension, South 57th to Jasper Rd	137,500				
Marcola Road, Wendling to Johnson Rd ⁶	385,000				
TOTAL	522,500	165,000	0	500,000	0

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
GENERAL CONSTRUCTION					
Beaver Street/Hunsaker Lane ²				\$ 3,000,000	
Harvey Road, Hillegas to UGB ³		\$ 1,650,000			
High Pass Road ⁴				\$ 2,000,000	
Jasper Road Extension, South 57th to Jasper Rd	\$ 3,850,000				
Jasper Road Extension Environmental Mitigation ⁵	\$ 385,000				
Marcola Road, Wendling to Johnson (mp 11.49-16.08) ⁶	\$ 3,850,000				
TOTAL	\$ 8,085,000	\$ 1,650,000	\$ -	\$ 5,000,000	\$ -

07-11 Draft CIP

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
STRUCTURES					
Brice Creek, mp 3.31 (HBRR) ⁷			1,791,457		
London Road, mp 8.73 (OTIA III) ⁸	896,000				
London Road, mp 11.25 (OTIA III) ⁸	782,000				
London Road, mp 13.01 (OTIA III) ⁸	783,000				
Sharps Creek Road, mp 8.72 (HBRR) ⁷			1,536,941		
TOTAL	2,461,000	0	3,328,398	0	0

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
PRESERVATION/REHABILITATION FUNDS					
Overlays and Pavement Rehabilitation ⁹	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Bridge Rehabilitation and Preservation					
Covered Bridge Rehabilitation	0	300,000	0	0	0
TOTAL	3,000,000	3,300,000	3,000,000	3,000,000	3,000,000

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
SAFETY IMPROVEMENTS					
Safety Fund ¹⁰		300,000			
Delta/Beltline Interchange Operations			1,100,000		
Irving Road at NW Expressway and UP Railroad Crossing ¹¹		1,500,000			
TOTAL	0	1,800,000	1,100,000	0	0

07-11 Draft CIP

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
PAYMENTS AND MATCHES TO OTHER AGENCIES					
County City Road Partnership Payments ¹²	2,500,000	0	0	0	0
OTIA III Pass-through Payments to Cities	500,000	0	0	0	0
I-5/Coburg Interchange ¹³			2,500,000		
TOTAL	3,000,000	0	2,500,000	0	0

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
FISH PASSAGE PROJECTS					
Fish Passage Project Fund ¹⁴		100,000			
TOTAL		100,000			

CATEGORY	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11
ROADS FOR ASSISTED HOUSING PROJECTS					
Assisted Housing Fund ¹⁵	225,000	250,000	250,000	0	250,000
TOTAL	225,000	250,000	250,000	0	250,000

5 YR Total CIP	46,486,898
Project Specific Revenue / Grant	7,023,274
5 YR Net County CIP Cost	39,463,624

PROJECTS FOR DEVELOPMENT

CATEGORY	Estimate
PAYMENTS AND MATCHES TO OTHER AGENCIES	
- Delta/Beltline Interchange Match	Unknown
GENERAL CONSTRUCTION	
- Bolton Hill Road - Territorial Hwy. to Dogwood Ln.	\$1,800,000
- Green Hill Road - Royal Ave. to Clear Lake Rd.	\$4,400,000
- Laura Street - Scotts Glen to Lindale	\$900,000
- Royal Avenue - Terry St. to Green Hill Rd.	\$2,750,000
- Wilkes Drive - River Rd. to River Loop #1	\$3,000,000
STRUCTURES	
- Deadwood Cov. Bridge Roofing - Deadwood Lp Rd MP 0.307	\$100,000
- Parvin Covered Bridge - Parvin Rd MP 0.775	\$500,000
- Wendling Covered Bridge Roofing - Wendling Rd MP 3.535	\$100,000

NOTES

- 1) Right-of-way costs are approximate and 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) Urban improvements to Beaver Street/Hunsaker Lane currently has no local match, but will likely include assessments to adjacent properties.
- 3) The City of Creswell has identified local matching dollars on Harvey Road including development contributions. City will take over jurisdiction of the road at the completion of the project.
- 4) High Pass Road urban improvements may also include major sanitary sewer improvements associated with grant money the City is applying for.
- 5) Environmental mitigation for anticipated project impacts may include both on and off-site wetlands replacement, riparian stream bank vegetation and waterway erosion control measures, habitat restoration or enhancement, as well as storm water management measures throughout the new roadway corridor.
- 6) The road design concept on Marcola Road Phase III was approved in January of 2006 by Board Order 06-1-18-1.
- 7) HBRR bridges have been awarded funds from the federal Highway Bridge Replacement and Rehabilitation program. The costs listed in the CIP are based on current ODOT project scoping for full bridge replacement. HBRR funding for projects in 2008 to 2011 require a local match of around 11 percent rather than the previous 20 percent.
- 8) These bridge replacements are funded by the Oregon Transportation Investment Act of 2003 (OTIA III) to the amount shown. The estimates shown in the table are the construction and construction engineering costs and do not include the preliminary engineering and right-of-way costs which will also be funded by OTIA III to the full amount.
- 9) These funds are programmed by County staff to respond to current pavement condition information and are needed to meet the priority of preserving and maintaining the existing road system.
- 10) Safety Improvements Fund. Staff will recommend projects as locations are studied and identified. These projects improve safety conditions and generally have low cost, small size, limited impact on adjacent properties, and relative ease of implementation.
- 11) An application for Federal ODOT Rail "Section 130" funds will be made. Lane County is proposing to provide up to \$450,000

07-11 Draft CIP

toward the project.

- 12) The current County/City Road Partnership agreements expire at the end of FY 2006-2007. Continuation of this program is at the discretion of the Board of Commissioners.
- 13) The CIP programmed amount of \$2.5 million of County funds is a match for the requested federal earmark of around \$10 million. ODOT is indicating that the total project cost could be \$20 million or more.
- 14) 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.
- 15) This funding is consistent with the last CIP cycle, and provides \$250,000 for the last year of the cycle. FY 09-10 funding is zero as this money paid for the West Town Housing project in FY 06.

Beaver Street/Hunsaker Lane - Project #3320-2

Division Ave. to River Rd. MP 0.0 to 1.141

Estimated Cost: \$3,300,000

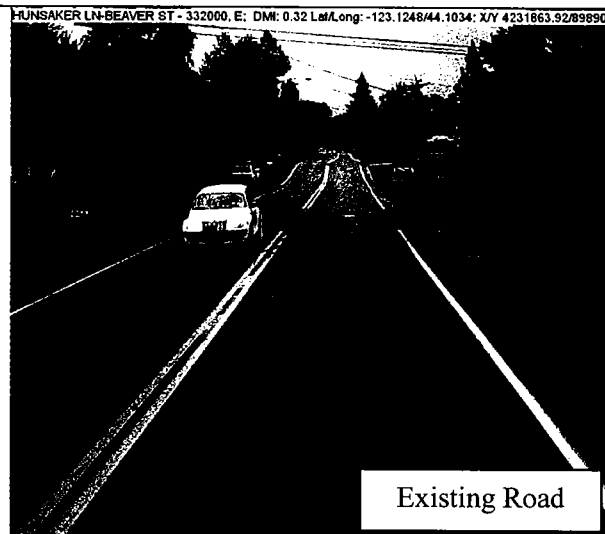
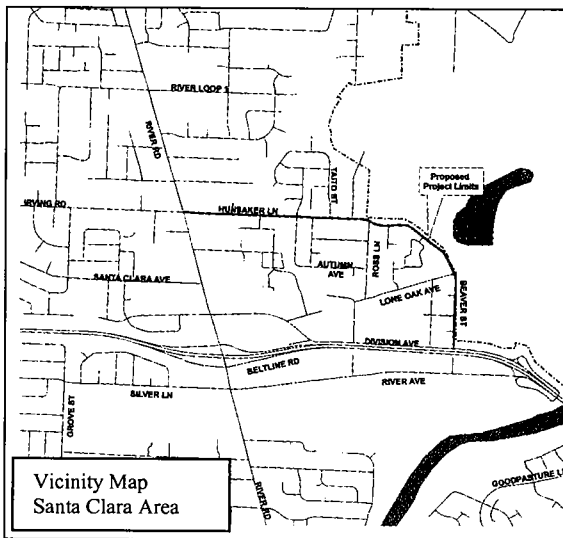


PRELIMINARY PROJECT SCOPE: Upgrade to 2-lane urban facility.

*Average Daily Traffic

**Pavement Condition Index (1-100)

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	6,800 (1999)	90	28	7	Urban Minor Collector



<p>Define the Problem: The road experiences heavy traffic volumes during peak periods, providing access to residential neighborhoods and used by many residents as a connection between Division Avenue and River Road in the Santa Clara area. Existing road has no bike or pedestrian facilities.</p>	<p>Proposed Solution: Upgrade to urban standards with 2 travel lanes, curb, gutter, sidewalk, and bike lanes. Consider turn lanes at River Road and at Division Avenue.</p>
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Project Status: First adopted in the 03-07 CIP. Dropped in 06-10 CIP due to reprioritization. Proposed in 07-11 CIP in FY 09-10. Identified as project #527 in TransPlan and project #48 in the Lane County TSP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Beaver Street/Hunsaker Lane - Project #3320-2

Division Ave. to River Rd. MP 0.0 to 1.141

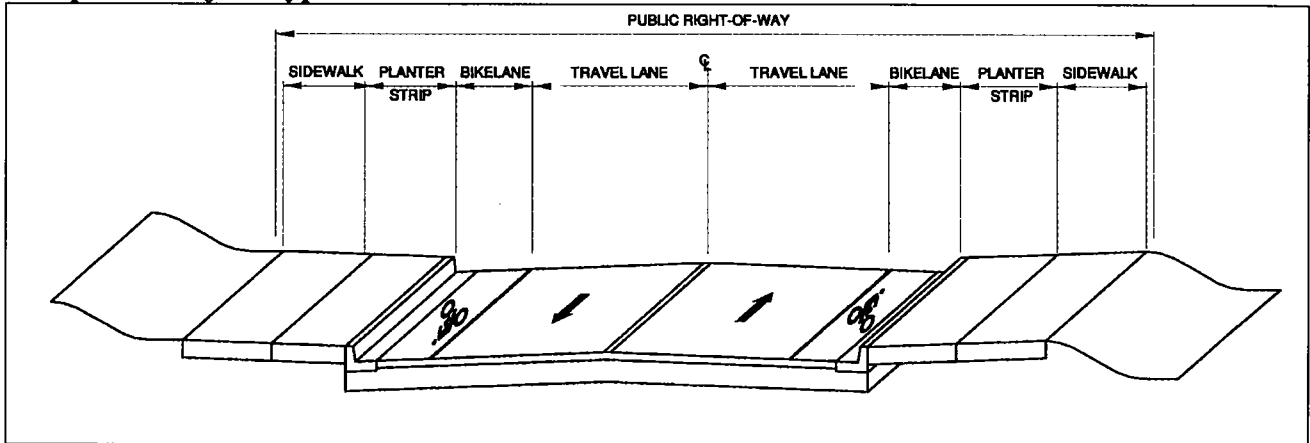
Estimated Cost: \$3,300,000



Project Cost Details

Construction	R/W	Structures	Other	Total
\$3,000,000	\$300,000	NA	NA	\$3,300,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Project	Prioritization Factors										7	
	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System		Public Support/Readiness
Beaver St./Hunsaker Ln.		+	+	+	+		+			+	+	

Bolton Hill Road - Project #4062-2

Territorial Hwy. to Dogwood Ln. MP 0.0 to 0.653

Estimated Cost: \$1,800,000

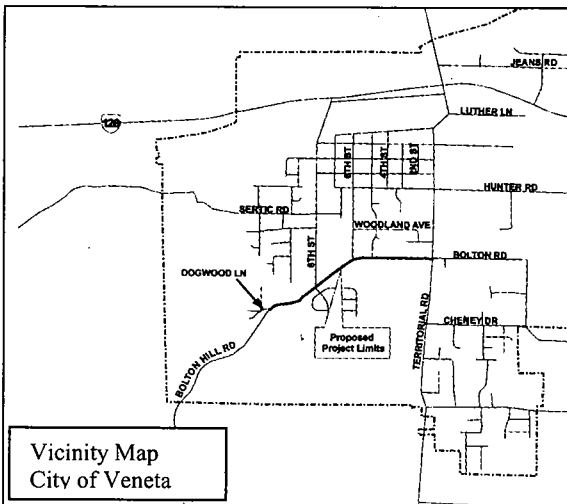


PRELIMINARY PROJECT SCOPE: Upgrade roadway to urban standards with curb, gutter, sidewalk, and bike lanes.

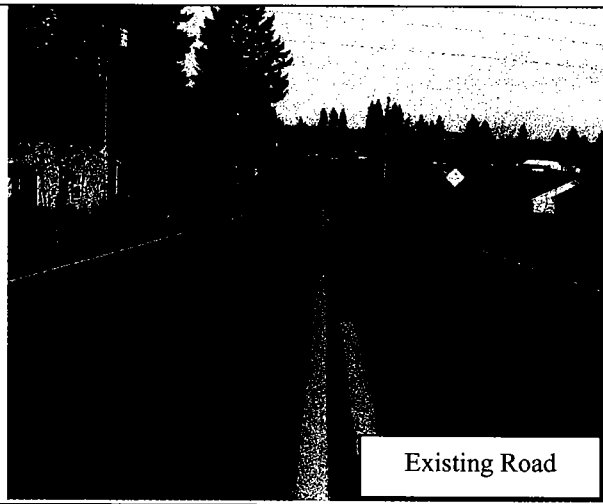
	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	2,050 (2001)	74	26	1	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Vicinity Map
City of Veneta



Existing Road

Define the Problem: Bolton Hill Road is built to rural standards with roadside ditches. It is lacking facilities for bike and pedestrian activity in an area with residential subdivisions and a sports complex/ball fields abutting the south side of the road. The residential side streets in the project limits already have curb and sidewalks and additional development is possible on adjacent vacant land.

Proposed Solution: Upgrade to County standards with 2 travel lanes, curb, gutter, sidewalk, and bike lanes. The project limits encompass the residential side streets, providing improved connectivity to area destinations for bikes and pedestrians. Isolated turn lanes may be considered, such as at the intersection with Territorial Highway.

Project Status: Originally scheduled in 05-09 CIP for FY 2010. Unscheduled in 06-10 CIP. Placed on Projects for Development list in 07-11 CIP. Identified as project #B5 in the Veneta TSP and project# 15 in the Lane County TSP.

Project Category: Projects for Development – General Construction

Submitted By: Lane County Public Works

Bolton Hill Road - Project #4062-2

Territorial Hwy. to Dogwood Ln. MP 0.0 to 0.653

Estimated Cost: \$1,800,000

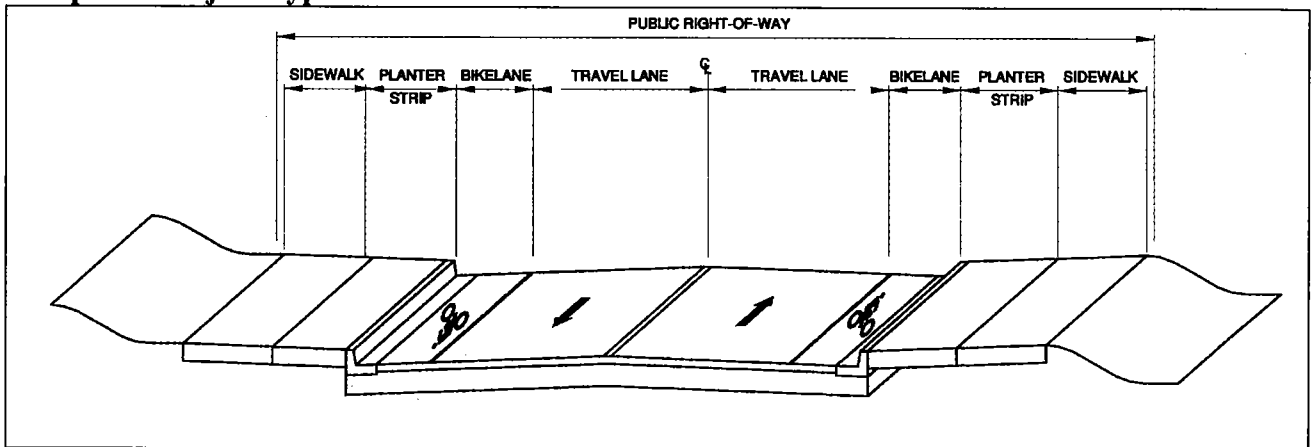


Roadway Jurisdiction: Lane County

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,600,000	\$200,000	NA	NA	\$1,800,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Project	Prioritization Factors										Prioritization Level (per the rubric)	
	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System		Public Support/Readiness
Bolton Hill Road	+	+		+			+	+		+		6

Green Hill Road - Project #4270-1

Royal Ave. to Clear Lake Rd. MP 2.818 to 5.072

Estimated Cost: \$4,400,000

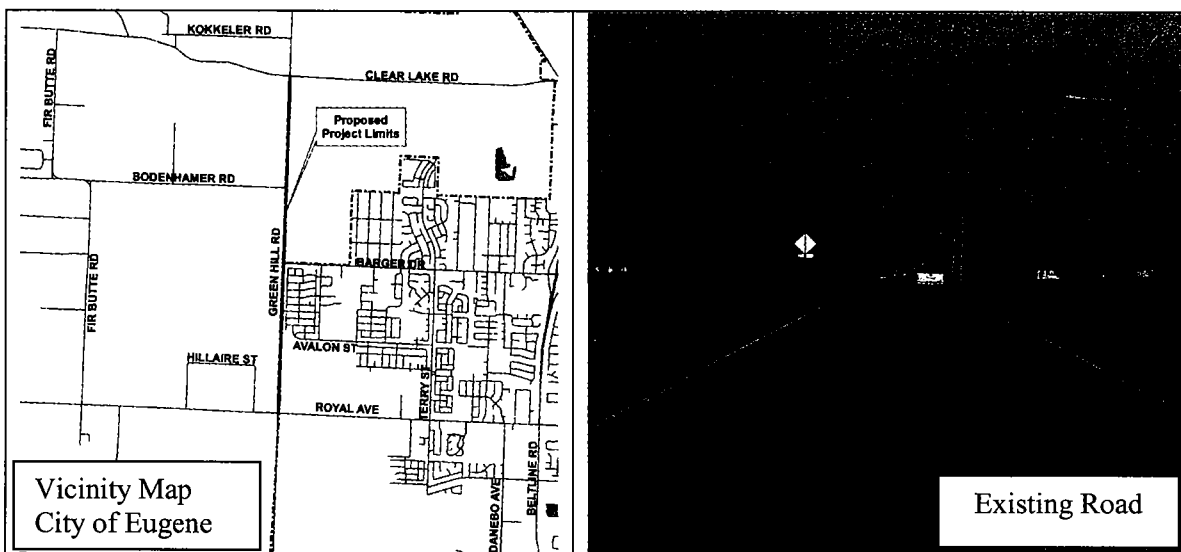


PRELIMINARY PROJECT SCOPE: Addition of paved shoulders, curb and gutter, or combination thereof.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	4,650 (2001)	89	26	12	Rural Minor Arterial

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: The road is substandard for its relatively high volume of traffic. It serves as a major route to Fern Ridge Reservoir, the Eugene Airport, and the community of Alvadore.

Proposed Solution: Improve to current County standards. This roadway is on the edge of the UGB and may be designed with a combination of urban and rural standards.

Project Status: Originally adopted in 03-07 CIP. Scheduled in the 06-10 CIP in FY 2008. Placed on Projects for Development list in 07-11 CIP. This project is part of TransPlan projects #454 and #485 and Lane County TSP projects #10 and #54.

Project Category: Projects for Development – General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Green Hill Road - Project #4270-1

Royal Ave. to Clear Lake Rd. MP 2.818 to 5.072

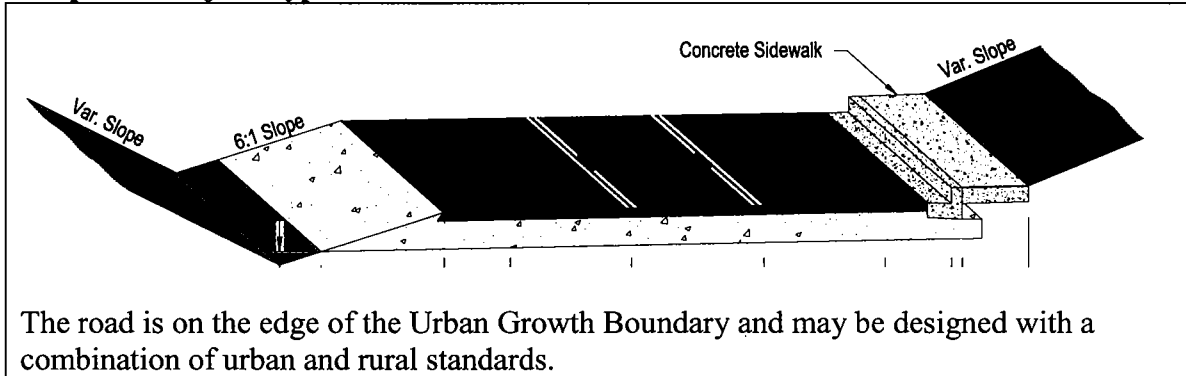
Estimated Cost: \$4,400,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$3,500,000	\$400,000	500,000		\$4,400,000

Proposed Project Typical Section



The road is on the edge of the Urban Growth Boundary and may be designed with a combination of urban and rural standards.

Note: The proposed typical section is an estimate and is subject to change during the project development process.

		Prioritization Factors										
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	Prioritization Score (age weighted)
Green Hill Road		+		+	+		+		+	+		6

Harvey Road - Project

Creswell UGB to Hillegas Ave. Mile Post 1.146 to 1.377

Estimated Cost: \$ 1,815,000

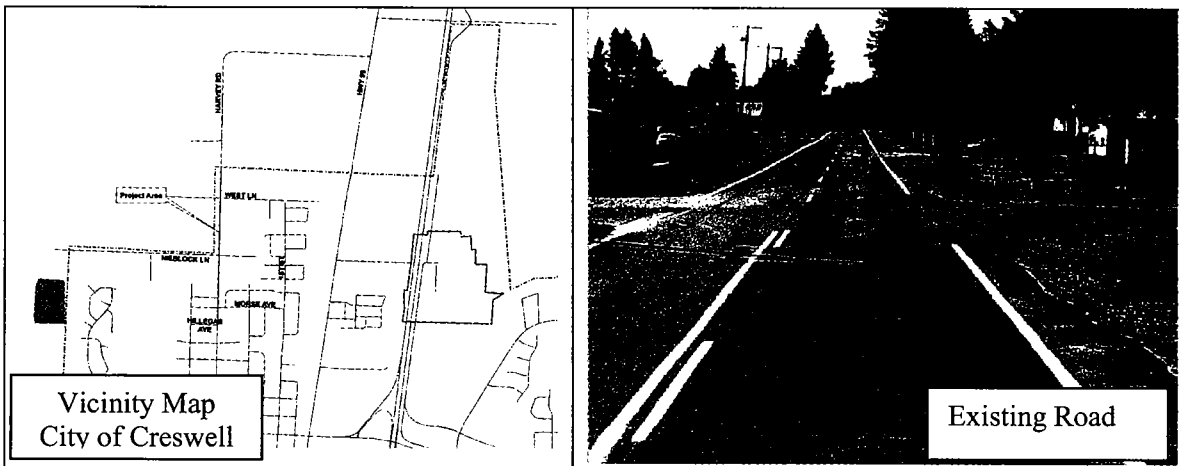


PRELIMINARY PROJECT SCOPE: Improve to urban standards..

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	2100 (2000)	73	26	1 (fatal in 1998)	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: Relatively narrow rural road in an area of Creswell where new development is anticipated.

Proposed Solution: Upgrade to County urban standards with curb, gutter, sidewalk and bike lanes. Need and location of turn lanes to be determined.

Project Status: Proposed for FY 2008 in 07-11 CIP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Harvey Road - Project

Creswell UGB to Hillegas Ave. Mile Post 1.146 to 1.377

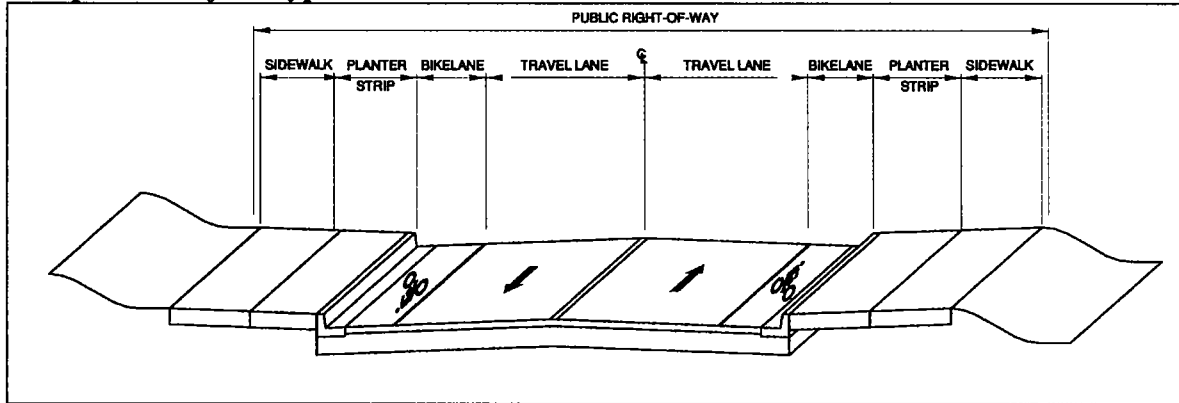
Estimated Cost: \$ 1,815,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,650,000	\$165,000	NA		\$1,815,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors											
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Harvey Road		+	+	+	+	++				+	+

Prioritization Level
 (add the plusses)

High Pass Road - Project #3455-4

Hwy. 99 to Oaklea Dr. MP 0.0 to 0.859

Estimated Cost: \$2,200,000

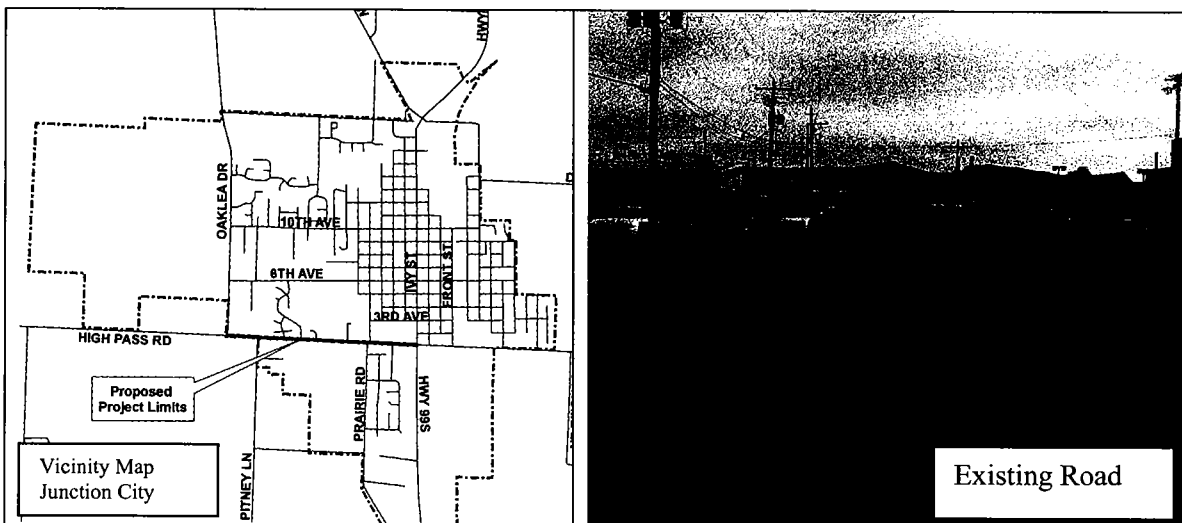


PRELIMINARY PROJECT SCOPE: Improve to urban standards.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	3,700 (2001)	66	24	2	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: Relatively narrow road built to rural standards in an area of Junction City where new development is anticipated.

Proposed Solution: Upgrade to County urban standards with curb, gutter, sidewalk, and bike lanes. Need and location of turn lanes to be determined.

Project Status: Originally adopted in 05-09 CIP. Scheduled in the 07-11 CIP in FY 2009. Identified in Junction City TSP as project #5 and Lane County TSP as project #24.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

High Pass Road - Project #3455-4

Hwy. 99 to Oaklea Dr. MP 0.0 to 0.859

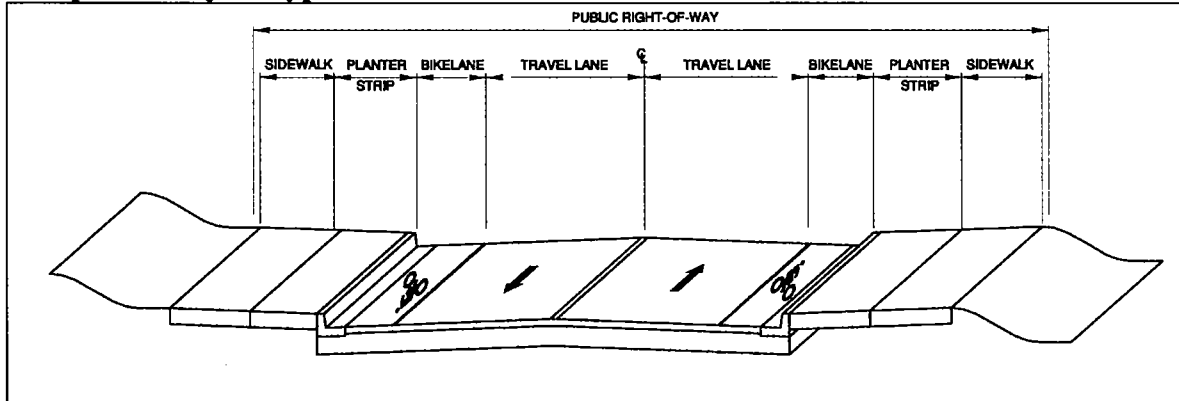
Estimated Cost: \$2,200,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$2,000,000	\$200,000	NA		\$2,200,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Project	Prioritization Factors											
	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	Prioritization Score (0-100)
High Pass Road		+	+	+	+	+	+			+	+	68

I-5/Coburg Interchange - Project #0899-9

I-5 at Pearl St.

Estimated Cost: \$2,500,000

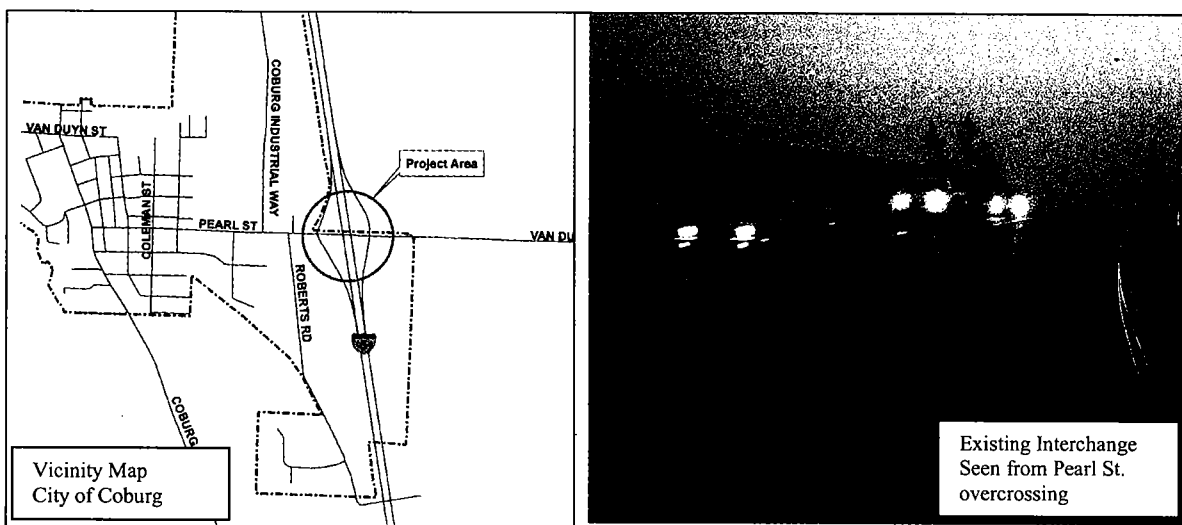


PRELIMINARY PROJECT SCOPE: Modernization of interchange.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	13,500 on Pearl St. (2001)			3	Interstate/Minor Arterial

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Interchange is not adequate to accommodate peak hour traffic volumes generated by large industrial employers in Coburg.</p>	<p>Proposed Solution: Upgrade interchange to modern geometric and safety standards in accordance with the Coburg Interchange Refinement Plan.</p>
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Project Status: Originally adopted in 05-09 CIP. Scheduled in the 07-11 CIP in FY 2009. This is a “committed” project. Total project cost could be \$20 million or more. The programmed \$2.5 million of County funds is a 20% match for requested federal earmark funds of \$10 million. \$13 million in federal funds has been appropriated. The project is identified in the Coburg TSP.

Project Category: Payments to Other Government Agencies

Submitted By: City of Coburg

Roadway Jurisdiction: Oregon Department of Transportation

I-5/Coburg Interchange - Project #0899-9

I-5 at Pearl St.

Estimated Cost: \$2,500,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$2,500,000				\$2,500,000

Proposed Project Typical Section

See the Coburg Interchange Refinement Plan.

Note: The proposed typical section is an estimate and is subject to change during the project development process.

Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
I-5/Coburg Interchange		++	++		++	+	+	+			

Irving Railroad Crossing - Project

Mile Post 2.040

Estimated Cost: \$ (?)

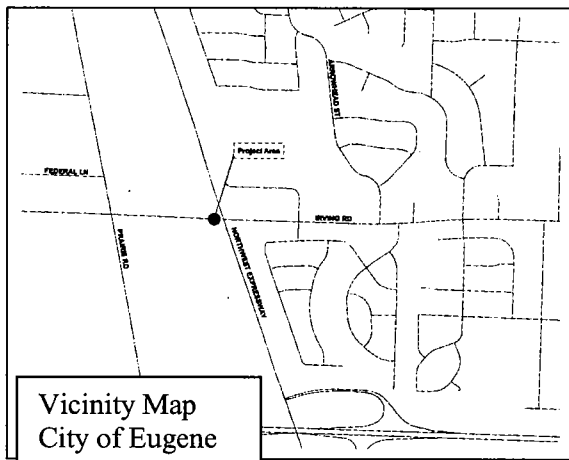


PRELIMINARY PROJECT SCOPE: Construct Railroad Crossing to ODOT Rail standard.

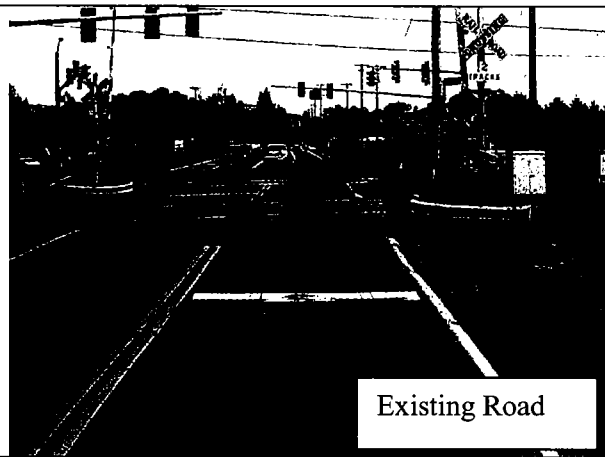
	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	8000 (2001)	90	24	3	Urban Minor Arterial

*Average Daily Traffic

**Pavement Condition Index (1-100)



Vicinity Map
City of Eugene



Existing Road

Define the Problem: Substandard railroad crossing with relatively high truck traffic and congestion. The guardrail that is protecting the rail signal arm posts is frequently hit and/or ripped out. Past improvement to Irving Road stopped short of this intersection/crossing. There is no accommodation for bicyclists or pedestrians. Recent fatality in 2004.

Proposed Solution: Reconstruct this crossing to railroad and urban standards. Complete associated urban improvements on Irving Rd.

Project Status: Project to be considered by RAC for possible CIP.

Project Category: General Construction

Submitted By: Lane County Public Works\ODOT Rail

Roadway Jurisdiction: Lane County

Irving Railroad Crossing - Project

Mile Post 2.040

Estimated Cost: \$ (?)



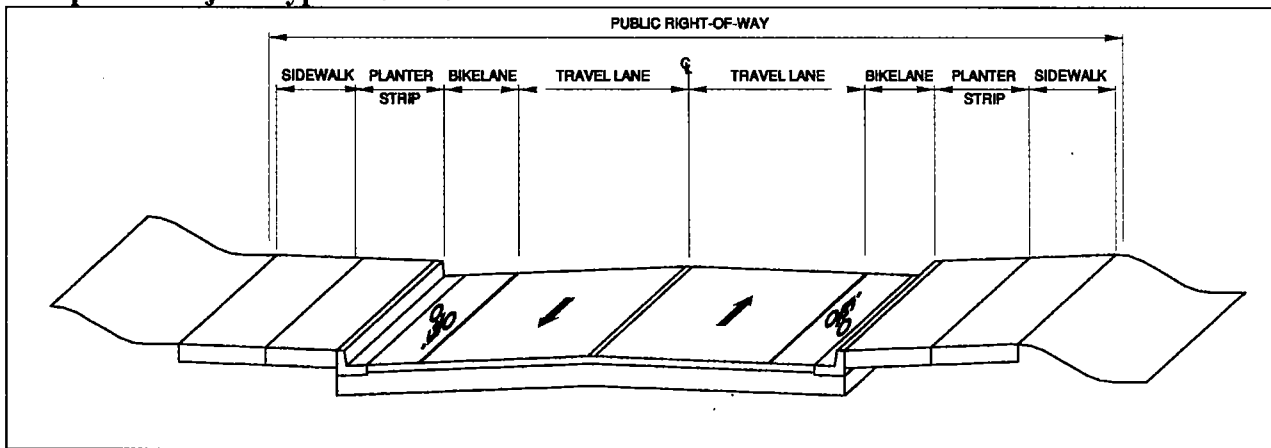
Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,500,000		NA		\$1,500,000

Leveraged Funds

An application for Federal ODOT Rail "Section 130" funds will be made. This fund can be used to pay for the construction of any improvements related to the crossing within 250 feet of the crossing. More precise estimates will be provided once preliminary designs are completed. Lane County is proposing to provide up to \$450,000 toward the project.

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

		Prioritization Factors									
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Irving Railroad Crossing		++	+		++	++	+			+	++

Jasper Road Extension - Project #1994-2

S. 57th to Jasper Rd.

Estimated Cost: \$4,372,500



PRELIMINARY PROJECT SCOPE: Construction of a new arterial.

*Average Daily Traffic

**Pavement Condition Index (1-100)

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	NA	NA	NA	NA	Urban Minor Arterial



Define the Problem: Currently, through traffic must go through the local street network. A portion of the extension was completed in 2004.

Proposed Solution: Construct new arterial between the Eugene-Springfield Highway and the Springfield-Creswell Highway. The new road will be a limited access expressway between Main Street and Jasper Road, providing access to the Natron area for new development and removing traffic from S. 57th Street.

Project Status: Originally adopted in 97-01 CIP. Scheduled in the 07-11 CIP in FY 2007. This is a “committed” project. TransPlan project #66. Lane County TSP project #55.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Jasper Road Extension - Project #1994-2

S. 57th to Jasper Rd.

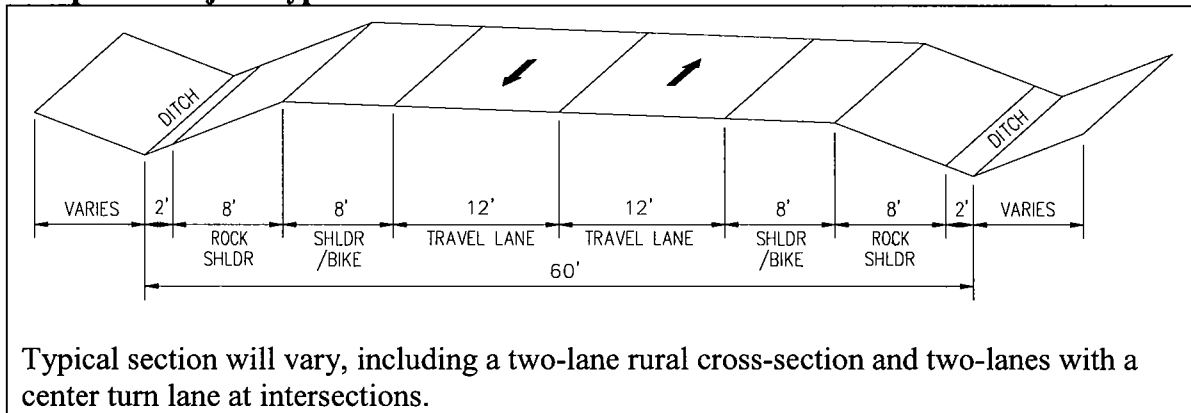
Estimated Cost: \$4,372,500



Project Cost Details

Construction	R/W	Structures	Other	Total
\$3,850,000	\$137,500	NA	385,000	\$4,372,500

Proposed Project Typical Section



Typical section will vary, including a two-lane rural cross-section and two-lanes with a center turn lane at intersections.

Note: The proposed typical section is an estimate and is subject to change during the project development process.

Project	Prioritization Factors										
	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Jasper Road Extension		+	++	+	++	++	+	+			+

Laura Street - Project #
 Scotts Glen Drive to Lindale Drive
 Estimated Cost: \$900,000

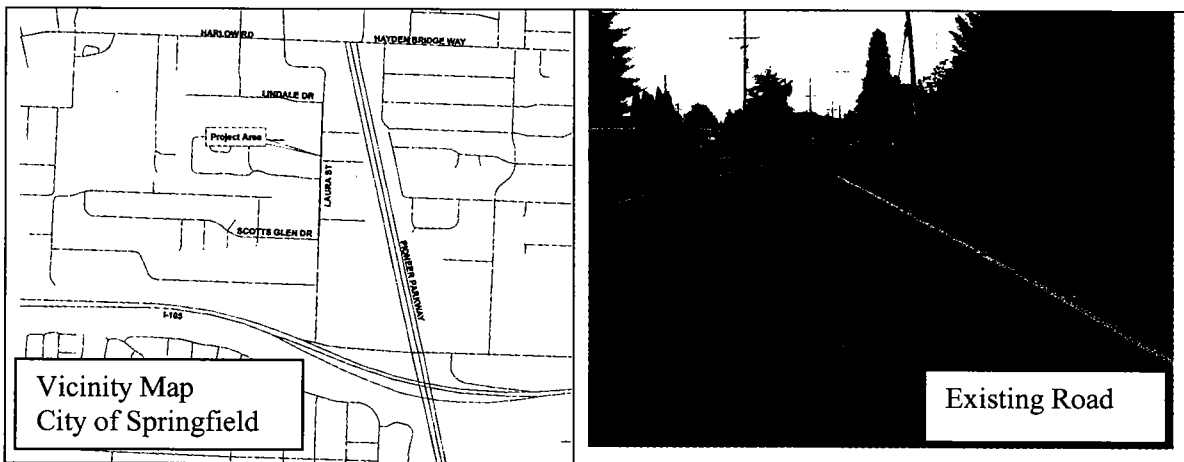


PRELIMINARY PROJECT SCOPE: Construct road segment to urban standard.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	5000 (2000)	55	22	3	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Substandard road width, declining pavement condition, no sidewalks for pedestrians, development occurring.</p>	<p>Proposed Solution: Reconstruct to urban standard.</p>
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Project Status: Project to be considered by RAC for possible CIP.

Project Category: Projects for Development - General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County/City of Springfield

Laura Street - Project

Scotts Glen Drive to Lindale Drive
 Estimated Cost: \$900,000



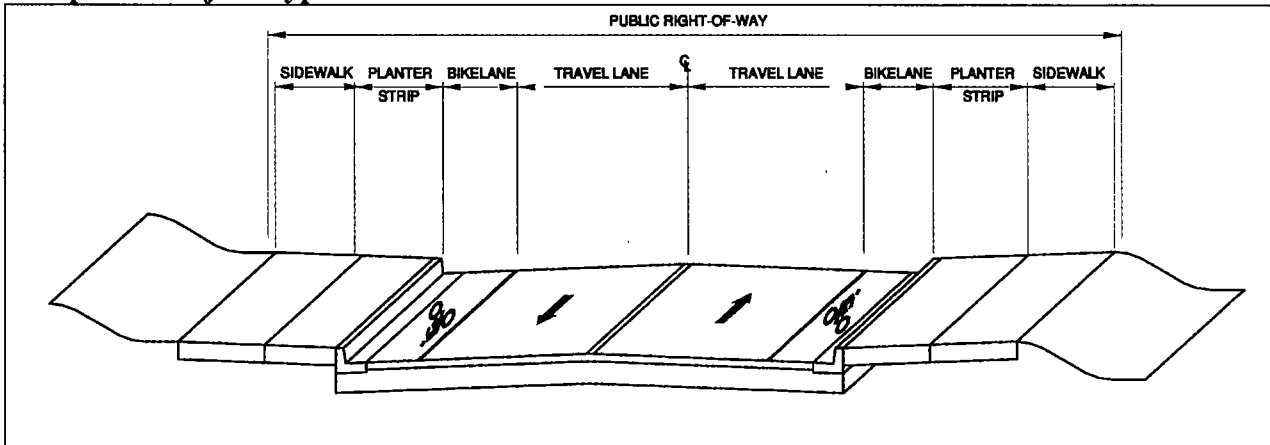
Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$800,000	\$100,000	NA		\$900,000

Leveraged Funds

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Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors											
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Laura Street	+	+	+	+	+		+				

Marcola Road - Project #1900-1

Wendling Rd. to Johnson Rd. MP 11.49 to 16.08

Estimated Cost: \$4,235,000

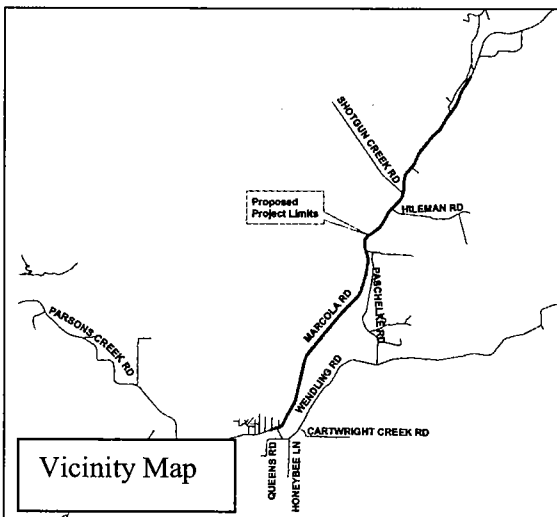


PRELIMINARY PROJECT SCOPE: Widen and overlay, realign curves to achieve 55 MPH design speed.

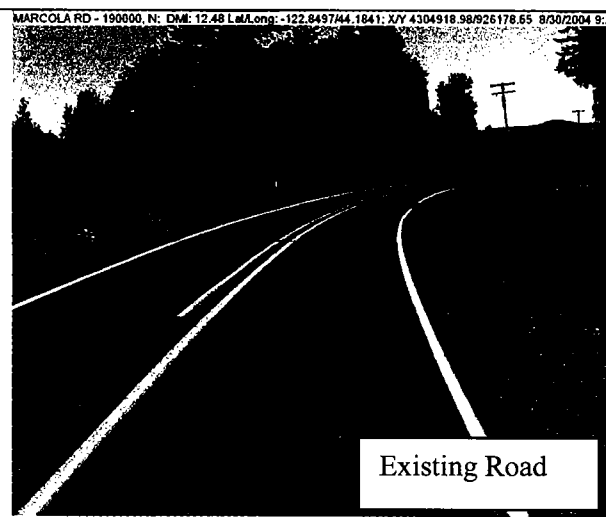
	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	1,900 (2001)	70	23	14	Rural Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Vicinity Map



Existing Road

Define the Problem: High speeds and heavy truck traffic necessitate modernization of the road to improve safety. Pavement structure needs improvement as well. The Cash Creek Bridge is included in the project due to decayed timber pilings and caps that require replacement.

Proposed Solution: Add pavement structure with a 2-inch overlay. Widen to provide paved shoulders and meet County standards and realign two curves that do not maintain a 55 MPH design speed. The bridge structure will likely be replaced with a new structure consistent with applicable standards for load capacity, geometry, and safety features.

Project Status: Originally adopted in 97-01 CIP. Scheduled in the 07-11 CIP in FY 2007. This is a “committed” project. Identified in Lane County TSP as project #88.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Marcola Road - Project #1900-1

Wendling Rd. to Johnson Rd. MP 11.49 to 16.08

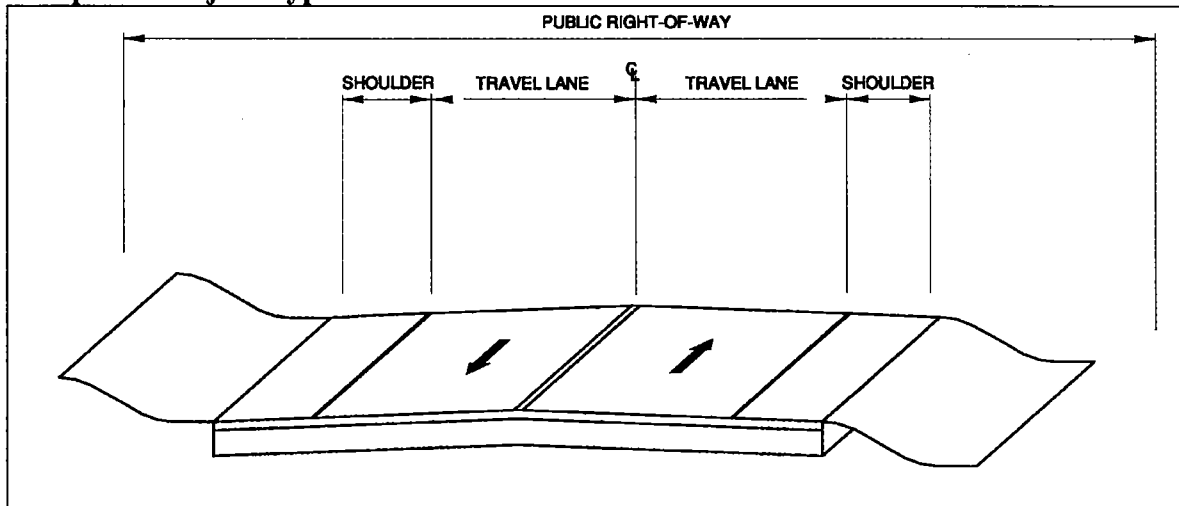
Estimated Cost: \$4,235,000



Project Cost Details

Construction	R/W	Structures	Other	Total
\$3,850,000	\$385,000			\$4,235,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors											
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Marcola Road		++	+	+			+		+	+	++

Prairie Road - Project

Bailey Lane to High Pass Road Mile Post 8.746 to 9.250

Estimated Cost: \$ 1,000,000

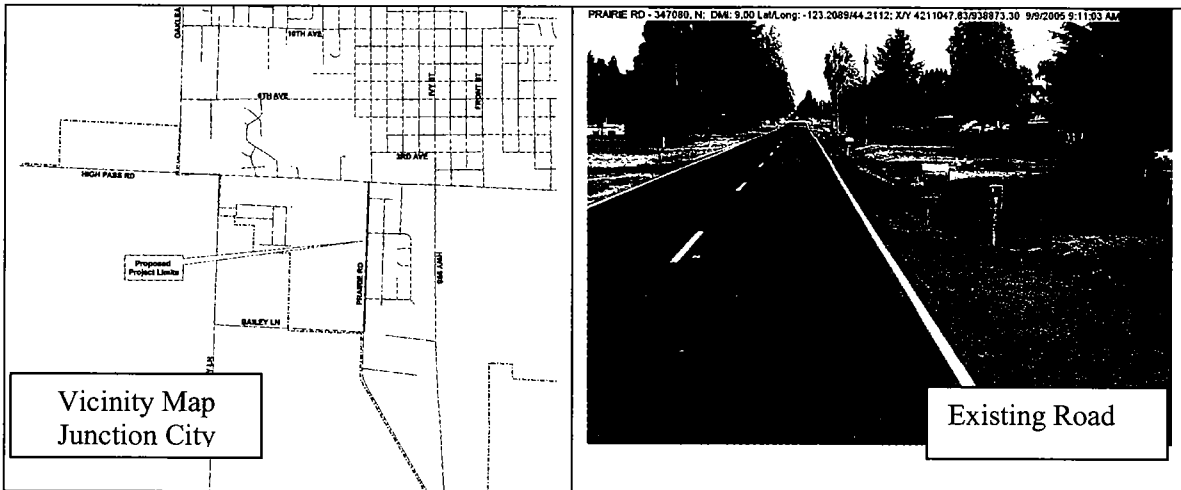


PRELIMINARY PROJECT SCOPE: Improve to urban standards.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	1150 (2001)	96	22	1 (2000)	Rural Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Relatively narrow rural road in an area of Junction City where new development is anticipated. City of Junction City wants road improved to urban standards.</p>	<p>Proposed Solution: Upgrade to City urban standards with curb, gutter, sidewalk and bike lanes. Need and location of turn lanes to be determined. City accepts jurisdiction. County provides engineering services.</p>
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Project Status: Proposed for FY 2008 in 07-11 CIP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Prairie Road - Project

Bailey Lane to High Pass Road Mile Post 8.746 to 9.250

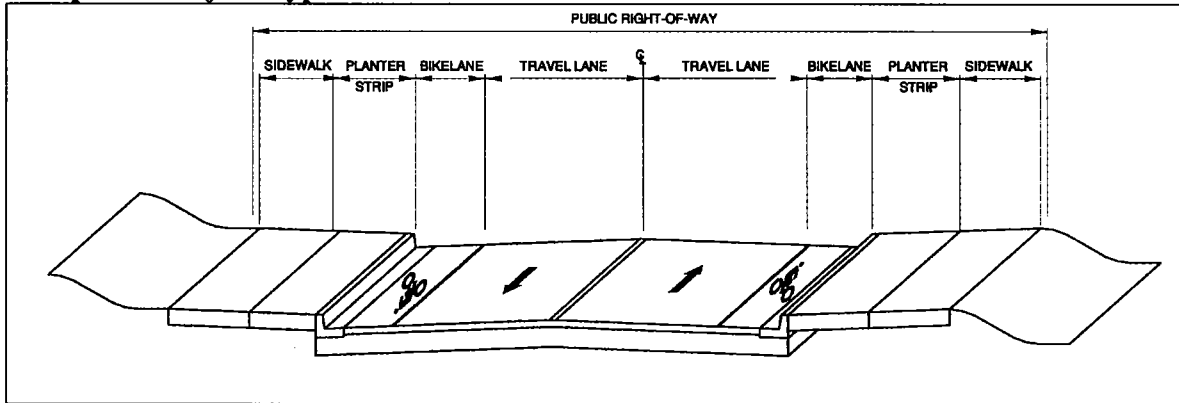
Estimated Cost: \$ 1,000,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,000,000		NA		\$1,000,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

		Prioritization Factors										
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	Prioritization Level (add the values)
Prairie Road		+	+	+	+	++				+	+	8

Royal Avenue - Project #1455-00

Terry St. to Green Hill Rd. MP 2.267 to 3.267

Estimated Cost: \$2,750,000

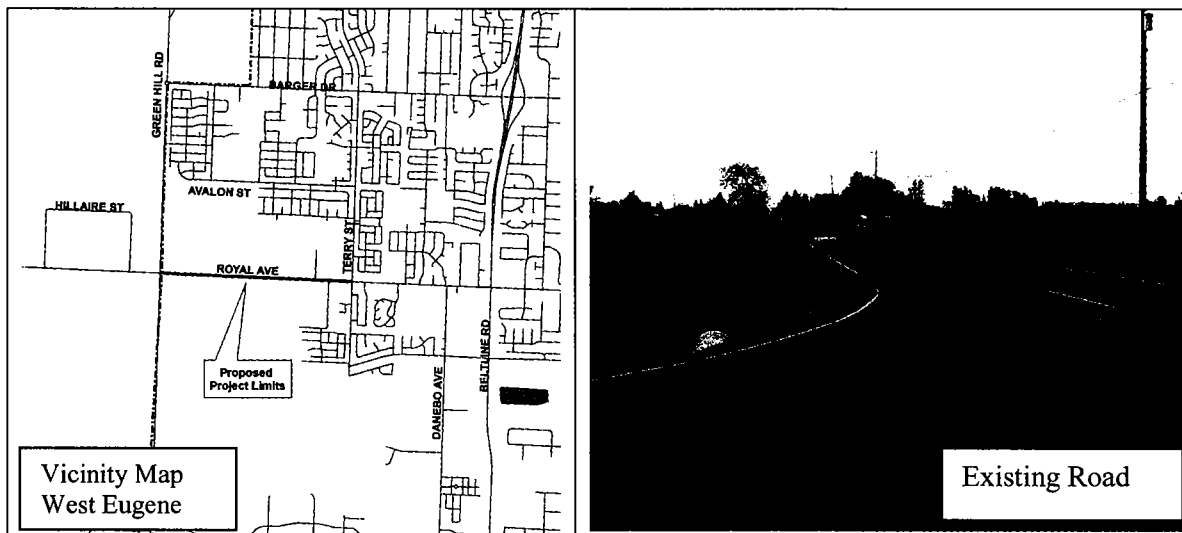


PRELIMINARY PROJECT SCOPE: Improve to urban standards.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	3,700 (2001)	62	30	6	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Royal Avenue is a 2-lane rural standard roadway in an area inside the Eugene UGB—most of the road is within an approved mixed use nodal development area.</p>	<p>Proposed Solution: Upgrade to urban standards consistent with the approved nodal development plan.</p>
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Project Status: Originally adopted in 01-05 CIP. Unscheduled in 06-10 CIP. Proposed for Projects for Development list established in 07-11 CIP. TranPlan project #481 and Lane County TSP project #53.

Project Category: Projects for Development - General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Royal Avenue - Project #1455-00

Terry St. to Green Hill Rd. MP 2.267 to 3.267

Estimated Cost: \$2,750,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$2,500,000	\$250,000	NA		\$2,750,000

Proposed Project Typical Section

Refer to the Royal nodal development plan.

Note: The proposed typical section is an estimate and is subject to change during the project development process.

	Prioritization Factor										
Project	Structural Deficiency Improvement	Safety Enhancement	Road Performance/Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness
Royal Avenue	+	+		+			+	+		+	

Wilkes Drive - Project #3214-1

River Rd. to River Loop #1 MP 0.0 to 0.932

Estimated Cost: \$3,000,000

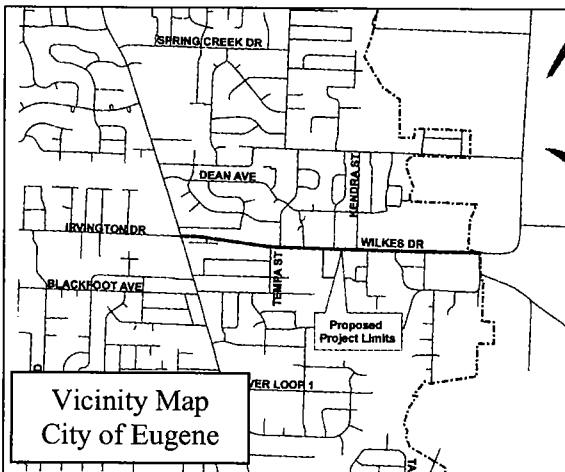


PRELIMINARY PROJECT SCOPE: Construct 2 to 3-lane urban facility.

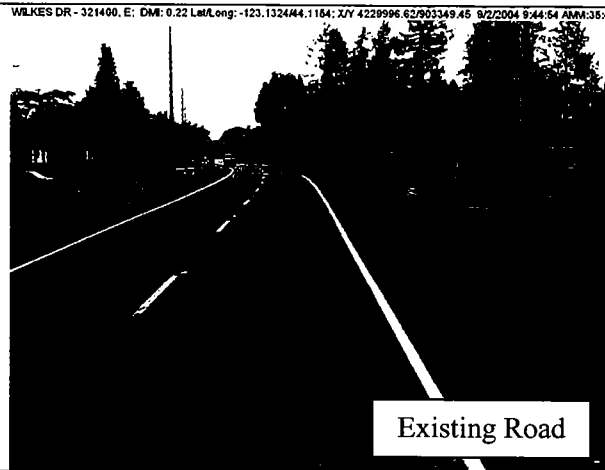
	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	4,050 (2001)	85	32	1	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Vicinity Map
City of Eugene



Existing Road

Define the Problem: Major collector road with adjacent residential neighborhoods and a middle school. Lacks adequate bike and pedestrian facilities on both sides of the road. Road also has multiple road and driveway intersections but no turn lanes.

Proposed Solution: Upgrade to urban standards with curb, gutter, sidewalk, and bike lanes, providing improved connectivity to area destinations for bikes and pedestrians. Improve road capacity through installation of turn lanes at selected intersections.

Project Status: Originally adopted in 04-08 CIP. Unscheduled in 06-10 CIP. Added to Projects for Development list in 07-11 CIP. Identified in TransPlan as project #554 and the Lane County TSP as project #44.

Project Category: Projects for Development - General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County

Wilkes Drive - Project #3214-1

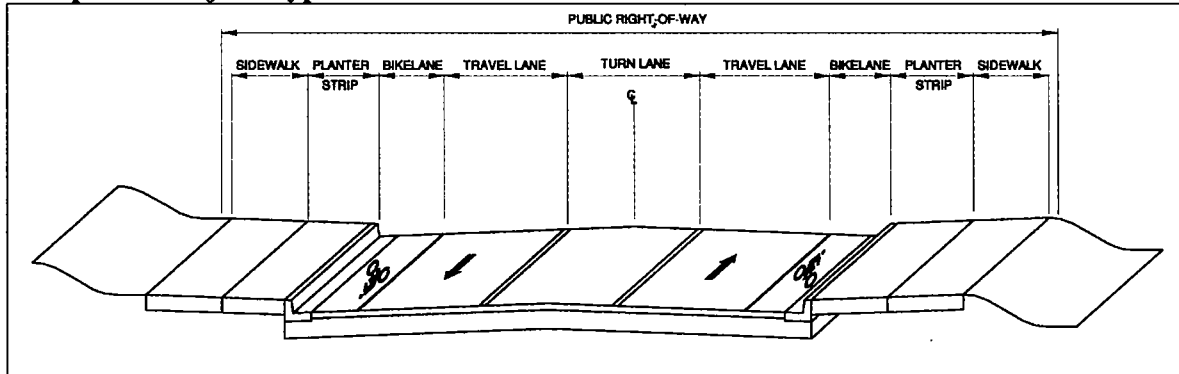
River Rd. to River Loop #1 MP 0.0 to 0.932
 Estimated Cost: \$3,000,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$2,700,000	\$300,000	NA		\$3,000,000

Proposed Project Typical Section



Note: The proposed typical section is an estimate and is subject to change during the project development process.

Prioritization Factors	
Project	Structural Deficiency Improvement Safety Enhancement Road Performance/Congestion Improvement Bike/Ped/Alternative Mode Improvement Degree of User Benefit Leverages Other Funds & Projects Plan Consistency Economic Development Recreation/Tourism/Rural Promotion Maintain/Preserve County Road & Bridge System Public Support/Readiness
Wilkes Drive	+

Attachment 1: 07-11 Draft CIP Project Prioritization Matrix

												Prioritization Factors											
Category	Project	Limits	FY	Description	Length (miles)	Est. Cost	Func. Class	ADT	PCI	5-year Crashes	Structural Deficiency Improvement	Safety Enhancement	Road Performance/ Congestion Improvement	Bike/Ped/Alternative Mode Improvement	Degree of User Benefit	Leverages Other Funds & Projects	Plan Consistency	Economic Development	Recreation/Tourism/ Rural Promotion	Maintain/Preserve County Road & Bridge System	Public Support/Readiness	Prioritization level (add the pluses)	
"Committed" Projects	Payments	I-5/Coburg Interchange	2008-09	County participation in Interchange improvements		\$2,500,000	Interstate	13,500	N/A	3		++	++		++	+	+	+				9	
	GC	Jasper Road Extension	2006-07	Construction of a new arterial between the Eugene-Springfield Hwy. and the Springfield-Creswell Hwy.	1.93	\$4,372,500	Minor Arterial	NA	NA	NA		+	++	+	++	++	+	+				+	11
	GC	Marcola Road	2006-07	Rural widen and overlay	4.59	\$4,235,000	Major Collector	1,900	70	14		++	+	+			+		+	+	++	9	
	Structures	Brice Creek Road	2008-09	Replace structure. HBRR project with 11% match.		\$1,791,457	Minor Collector	Due to the importance of bridges to the County's infrastructure and the existence of committed funding, these projects have been separated from the other project categories for inclusion in the Draft CIP.															
	Structures	London Road	2006-07	Replace structure - OTIA III funded project		\$896,000	Major Collector																
	Structures	London Road	2006-07	Replace structure - OTIA III funded project		\$782,000	Major Collector																
	Structures	London Road	2006-07	Replace structure - OTIA III funded project		\$783,000	Local																
	Structures	Sharps Creek Road	2008-09	Replace structure. HBRR project with 11% match.		\$1,536,941	Minor Collector																
Other Projects Funded in Draft CIP	Safety	Irving Railroad Crossing	2007-08	Safety improvements	0.15	\$1,500,000	Minor Arterial	8,000	90	3		++	+		++	++	+			+	++	11	
	Safety	Delta/Beltline Interchange Operations	2008-09	County contribution for safety and Transportation System Management Improvements	0.3	\$1,100,000	Principal Arterial	32,900	70			++	+		++		+				+	+	8
	GC	Harvey Road	2007-08	Upgrade to urban standards	0.5	\$1,815,000	Minor Collector	2,100	73	1		+	+	+	+	++				+	+	8	
	GC	High Pass Road	2009-10	Upgrade to urban standards	0.859	\$2,200,000	Major Collector	3,700	66	2		+	+	+	+	+	+				+	+	8
	GC	Beaver Street/Hunsaker Lane	2009-10	Upgrade to 2-lane urban facility	1.141	\$3,300,000	Minor Collector	6,800	90	7		+	+	+	+	+	+				+	+	7
Projects for Development (unfunded, but prioritized)	Payments	Delta/Beltline Interchange Match	N/A	Modernization Match		Unknown	Principal Arterial	32,900				+	+		++	+	+					6	
	GC	Bolton Hill Road	N/A	Upgrade to urban standards	0.653	\$1,800,000	Major Collector	2,050	74	1	+	+		+		+	+			+		7	
	GC	Green Hill Road	N/A	Addition of shoulders, curb and gutter, or combination thereof	2.254	\$4,400,000	Minor Arterial	4,650	89	12		+		+	+		+		+	+		6	
	GC	Laura Street		Upgrade to urban standards	0.3	\$900,000	Major Collector	5,000	55	3	+	+	+	+	+		+					6	
	GC	Royal Avenue	N/A	Upgrade to urban standards	1	\$2,750,000	Major Collector	3,700	62	6	+	+		+		+	+			+		6	
	GC	Wilkes Drive	N/A	Upgrade to 2 to 3-lane urban facility	0.932	\$3,000,000	Major Collector	4,050	85	1		+		+	+		+	+		+		6	
	Structures	Deadwood Covered Bridge Roofing	2010-11	Covered bridge re-roofing.		\$100,000	Local	Prioritization of bridges is determined through technical analysis performed in conjunction with annual inspections. The bridges listed represent Lane County's next bridge priorities from that analysis.															
	Structures	Parvin Covered Bridge	2010-11	Covered bridge structural repair.		\$500,000	Local																
Structures	Wendling Covered Bridge Roofing	2010-11	Covered bridge re-roofing.		\$100,000	Local																	