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## INTRODUCTION

Lane County currently maintains 1439 miles of roads and 423 bridges. The maintenance and improvement of these investments are split into two categories of expenditures - Operations, Maintenance, & Preservation and Capital Improvement Projects.

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

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

In addition to the modernization projects on County maintained facilities, capital expenditures include road partnership (formerly Urban Transition) payments to Lane County cities, project specific payments to cities, the State or other quasi-governmental agencies and economic development grants to agencies.

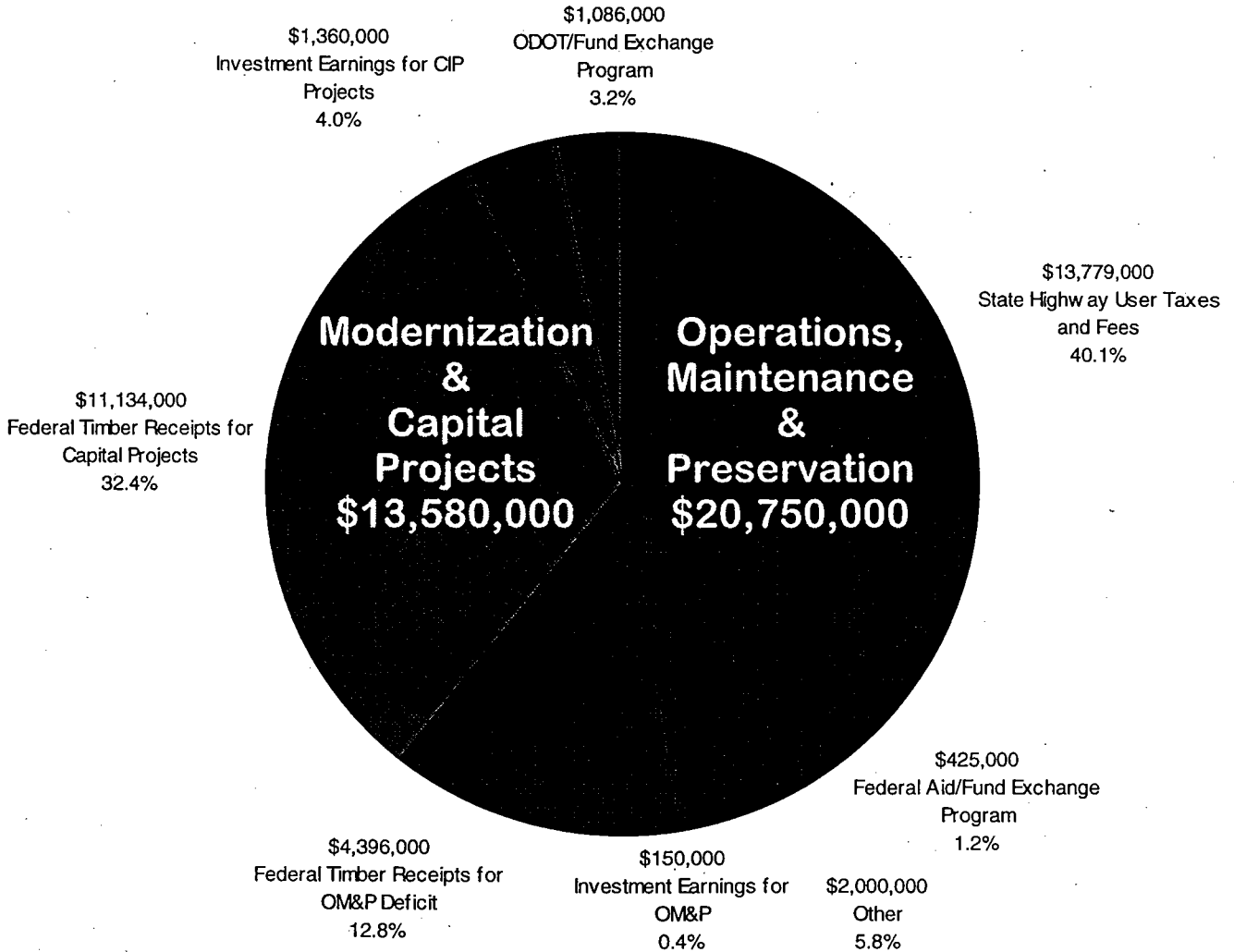
To sum up this document, the Capital Improvement Program (**CIP**) is a 5-year plan for capital improvements to Lane County's transportation network. Projects included in the CIP are designed to improve the safety, utility, and efficiency of the existing road network, accommodate future growth in traffic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

## ROAD FUND

Both Operations, Maintenance, & Preservation and Capital Improvement Projects are funded by the County Road Fund. The Road Fund is comprised of revenue from several sources. In fiscal year 1998-1999 the County anticipates receiving \$15,530,000 in Federal Timber Receipts, \$13,779,000 in State Highway User Taxes and Fees, \$1,511,000 in Federal Aid/Fund Exchange programs, \$1,510,000 in Investment Earnings, and \$2,000,000 in other Miscellaneous Sources.

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

# Projected FY 1998-99 Road Fund Revenue \$34,330,000



*Note: All estimates shown in this document are in 1998 dollars.*

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

Restrictions on logging in the early 1990's resulted in a severe reduction in timber harvests on national forest lands. Congressional legislation, however, guarantees an annual payment for ten years (FY 95 through FY 04) based on the mean annual forest receipt payment to each county between FY 87 and FY 91. Recently, the guaranteed payment was greater than actual timber harvests (\$18.1 M vs. \$11.0 M in FY 94-95). The guaranteed payment is reduced by 3% each subsequent year until the tenth year, after which payments will be based on actual harvests. The decline in National Forest Receipts will have a direct impact on capital projects listed in this document and future projects not yet identified.

All FY 98-99 projects in the CIP are expected to be funded during the coming fiscal year. Adjustments to the program may be necessary during subsequent annual reviews as required by the long-range financial plan or by changes in income or other expenditures.

## OVERVIEW

Total programmed expenditures, excluding Payments to Other Government Agencies and Roads for Assisted Housing Projects within Lane County, are \$66,993,300 including contingencies. An additional \$18,465,000 in Payments to Other Government Agencies for road purposes and \$1,000,000 for Roads for Assisted Housing Projects in Lane County is anticipated. Total expenditures are estimated at \$85,458,300 over the five fiscal years covered in the CIP.

PROGRAM TOTALS BY CATEGORY	'98-'02 CIP Previously Adopted		'99-'03 CIP New	
Right-of-Way Acquisition	2,850,000	3.6%	3,915,000	4.58%
General Construction	27,638,000	35.0%	38,173,000	44.67%
Other	235,000	0.3%	140,000	0.16%
Pavement Fund	15,000,000	19.0%	13,500,000	15.80%
Structures	4,790,000	6.1%	4,025,000	4.71%
Traffic Signals	0	0.0%	0	0.00%
Safety Improvements	1,150,000	1.5%	1,150,000	1.35%
Contingency	5,166,300	6.5%	6,090,300	7.13%
SUBTOTAL - COUNTY PROJECTS	56,829,300	72.0%	66,993,300	78.39%
Payments to Other Government Agencies	20,600,000	26.1%	17,325,000	20.27%
Roads for Assisted Housing Projects	1,541,739	2.0%	1,140,000	1.33%
SUBTOTAL - PAYMENTS & SPECIAL PROJECTS	22,141,739	28.0%	18,465,000	21.61%
TOTAL	78,971,039	100.0%	85,458,300	100.00%

The program provides for continued funding of projects from the final four years of the previously adopted CIP. Due to declining revenues, listing of a project in the later years of the program does not guarantee that adequate funds will be available at the projected time of construction or that another project will not replace it because of new priorities.

**Right-of-Way Acquisition**

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

**General Construction**

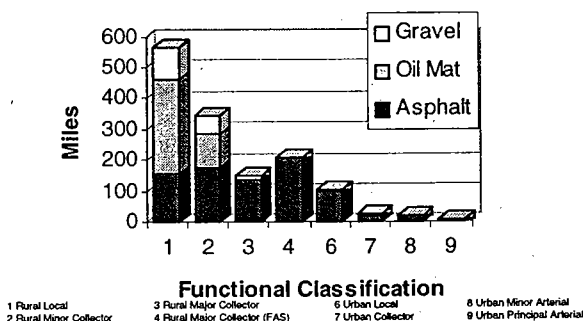
This program category lists the major road construction projects planned for the County road system. Excluding right-of-way costs, these projects represent 44.67% of the expenditures shown in the program. Projects normally entail modernization by complete reconstruction or significant improvements to the existing roadway. The adopted program contains construction funding for only a few new roadways, and is heavily oriented toward modernization of the existing road systems within Lane County.

Projects within the Eugene-Springfield metropolitan area are specified in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan). Of the 62 projects which the County has been designated as either individually or jointly responsible for, 24 have been completed, representing improvement of 16.9 miles of roadway.

Lane County has 363 miles of rural major collector roads, and 349 miles of rural minor collector roads. Many miles do not meet modern geometric standards, have insufficient pavement structure for current traffic, or have hazardous locations.

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

Miles of County Roads by Surface Type



**Pavement Fund**

The Pavement Rehabilitation section of the CIP contains funding for pavement overlay, road base rehabilitation, and street repairs associated with the installation of sanitary sewers in the River Road area. The Paving Fund contains \$2,700,000 per year for overlay projects. These funds will be programmed annually by County staff to respond to current pavement condition information. Contracts, normally grouping several roads from the same geographic area together, are prepared annually for review and approval by the Board of Commissioners.

Prior years of the CIP have included funding for sewer-related street and trench repair. It is no longer shown as a program expenditure based on the completion of the Santa Clara Area sewer installation projects.

County maintenance supervisors have estimated that of the 443 miles of oilmat roads within the County, approximately one-half have insufficient base material for existing traffic loadings and soil conditions. These roads often deteriorate quickly or require excessive maintenance to retain an acceptable pavement condition rating. In extreme cases, heavy traffic can destroy the driving surface and the road must be returned to gravel.

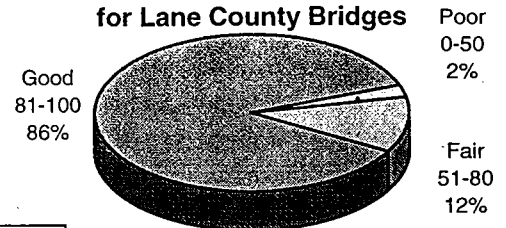
To address these roads, a portion of the overlay/rehabilitation monies will be dedicated to adding base rock and new surface treatments in the next five years. Projects will be selected to limit additional expenses caused by drainage problems, insufficient width, hazardous locations or right-of-way impacts, which are better addressed through general construction projects.

**Structures**

Lane County owns 423 bridges that are open to vehicular traffic. Of these, the CIP calls for improvement or replacement of 13 bridges over the next five years. This program will continue with the replacement of structurally inadequate bridges, but it has only started to address their seismic deficiencies.

The Structures category has decreased from \$5.5 million in the previously adopted CIP to \$4.8 million in the new CIP. Most of this decrease is due to completion of a program aimed at retiring wood component bridges built during the 1960s and 1970s. Decreased revenues and financial commitments to other agencies are also preventing addition of new bridge projects to the funded portion of the program.

**Sufficiency Ratings for Lane County Bridges**



**Bridge Statistics**

Bridge Construction Type	Quantity	Posted load limit
All Concrete or Concrete/Steel	379	
All Timber	11	5
Concrete/Wood	26	3
Steel/Wood	1	
Steel/Wood/Concrete	6	
Totals	423	8

**Traffic Signals**

The Traffic Signal category does not have any expenditures programmed over the next five years due to the completion of signal projects at several locations identified in previously adopted CIP's. However, Traffic Engineering staff will monitor the County road network for potential locations as traffic conditions change in the future. Signal warrant studies will be performed before project recommendations are made. Traffic signals to be installed as part of reconstruction projects are included in project costs listed under General Construction.

## **CIP PROCESS**

### **1. Draft CIP Prepared by Staff.**

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

County staff evaluates the progress of projects in the latter four years of the program and makes adjustments as needed to reflect current schedules, project scope, and estimates of cost. Staff also evaluates projects in relation to other candidate projects and makes recommendations for additions or deletions from the program. Based on this work, the Public Works Director recommends the draft program to the Roads Advisory Committee for release and public comment.

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

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

### **3. Board of County Commissioners Public Hearing and Adoption.**

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

### **4. Additions/Deletions to the CIP.**

Projects may be added or deleted at any point in the process described above. Changes proposed by the public, County staff, or Roads Advisory Committee are advisory to the Board of Commissioners. The Board has final approval authority for the CIP and expenditure of County Road Funds. The Board may also modify the CIP by adoption of a Board Order during the year as necessary. These changes are made to respond to changes in traffic demands, public concern over safety or capacity problems, availability of grants or other special funding sources, coordination with other public agencies or private development, or changes in pavement condition or maintenance costs.

In general, projects are added to the fourth or fifth year of the program. Most projects take four years from initiation of preliminary engineering work to construction. Addition of projects into the first three years of the program will usually require delay of other projects.<sup>1</sup>

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

### **Safety Improvements**

Three safety improvement projects have been identified in the CIP. In FY 1999 and FY 2000, a fund (\$125,000 per year) has been designated for projects not yet identified. Safety improvement projects are intended to address problems at spot locations\* that do not require large reconstruction projects. Projects will be recommended by staff as locations are studied and identified. Generally, these projects will have low cost, small size, limited impact on adjacent properties, and relative ease of implementation.

### **Payments to Other Government Agencies**

The CIP Summary by Project Category shows \$17,325,000 projected payments to other government agencies in Lane County under the County/City Road Partnership Program (formerly Urban Transition), Economic Development Program, and special projects. Intergovernmental agreements exist with each agency in the County on issues involving the provision of urban road services, the jurisdiction of urban roads, and the distribution of County Road Funds to the cities in support of regional road and highway services. The amounts shown in the CIP document are estimates of future payments based on current policies and agreements.

### **Transportation Planning**

In accordance with Goal 12 of the Oregon statewide planning goals, Lane County will develop and adopt a new Transportation System Plan (TSP) in 1998. This TSP will be based on a review of the condition and function of our road system, and may include adoption of new County road standards. At a minimum, County staff will review the assumptions leading to modernization estimates and conduct a review of our relationship to state and city road systems. This could mean a new role for Lane County in providing services on minor state highways serving regional or district level trips, such as the Springfield-Creswell Highway, Highway 36, Highway 99, or even Territorial Highway.

In addition, County staff is already participating in efforts to update TransPlan. Completion of these efforts will lead to new estimates of capital needs for the County, and require some type of financial plan which will affect future versions of the CIP. Since these new plans will be adopted within the five year funding cycle of the Capital Improvement Program (CIP), it is appropriate to share this information with the public, Roads Advisory Committee (RAC), and the Board of County Commissioners (BCC) at this time.

### **Projects for Development**

The "Projects for Development" list is intended to identify specific projects which have been nominated for inclusion in the CIP, but have not yet been recommended for listing in the funded portion of the program. Failure to receive a positive recommendation is often due to an unclear project definition or scope. Listing in this program category allows further definition and study of the proposed project in the time period between adoption of successive CIP documents. Projects of considerable scope or which require cooperative efforts with other government agencies may remain in the "Projects for Development" section of the CIP for several years, however, projects will either be moved to the funded portion of the program, or removed from consideration if found to be unwarranted.

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

ANNUAL TOTALS BY CATEGORY	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03	5 YR TOTAL
Right-of-Way	885,000	1,041,000	689,000	1,065,000	235,000	3,915,000
General Construction	8,873,000	7,960,000	8,840,000	10,150,000	2,350,000	38,173,000
Other	40,000	100,000	0	0	0	140,000
Pavement Fund	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000	13,500,000
Structures	1,105,000	2,770,000	150,000	0	0	4,025,000
Traffic Signals	0	0	0	0	0	0
Safety Improvements	250,000	150,000	125,000	500,000	125,000	1,150,000
Contingency	1,385,300	1,472,100	1,250,400	1,441,500	541,000	6,090,300
<b>SUBTOTAL - COUNTY PROJECTS</b>	<b>15,238,300</b>	<b>16,193,100</b>	<b>13,754,400</b>	<b>15,856,500</b>	<b>5,951,000</b>	<b>66,993,300</b>
Payments to Other Government Agencies	3,800,000	3,925,000	4,600,000	2,500,000	2,500,000	17,325,000
Roads for Assisted Housing Projects	140,000	1,000,000	0	0	0	1,140,000
<b>SUBTOTAL - PAYMENTS &amp; SPECIAL PROJECTS</b>	<b>3,940,000</b>	<b>4,925,000</b>	<b>4,600,000</b>	<b>2,500,000</b>	<b>2,500,000</b>	<b>18,465,000</b>
<b>TOTAL</b>	<b>19,178,300</b>	<b>21,118,100</b>	<b>18,354,400</b>	<b>18,356,500</b>	<b>8,451,000</b>	<b>85,458,300</b>

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# Summary Tables

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

STRUCTURES	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03
Covered Bridge Painting/Roofing	70,000	70,000	150,000		
Marcola Road, mp 5.836		1,400,000			
Marcola Road, mp 14.158	250,000				
Maxwell Road, mp 1.31 (Phase I seismic retrofit for SPRR Overcrossing)		300,000			
Nelson Mountain Road, mp 10.48		250,000			
Rhododendron Drive, mp 2.29	165,000				
River Road, mp 1.02	220,000				
River Road, mp 4.02	220,000				
Sears Road, mp 3.70	180,000				
Seavey Way, mp 0.22		560,000			
Wilkins Road, mp 0.40		190,000			
<b>TOTAL</b>	<b>1,105,000</b>	<b>2,770,000</b>	<b>150,000</b>	<b>0</b>	<b>0</b>

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

RIGHT-OF-WAY ACQUISITION	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03
Beaver St., Division Ave. to Wilkes Dr.					235,000
Bloomberg Connector				25,000	
Brice Creek Road, Spot Improvements			36,000		
Bridge Projects - Miscellaneous	50,000	50,000			
Canary Rd., Hwy. 101 to Clear Lake Road	130,000				
Cedar Flat Rd., Hwy. 126 to end of improved section		26,000			
Clear Lake Road, Hwy. 101 to Canary		210,000			
Coburg Rd., Eugene City Limit to Armitage Park	225,000				
Cottage Grove Reservoir Rd., London Rd. to Cottage Grove Reservoir		200,000			
Delta/Beltline Interchange			550,000		
Division Avenue, Delta Hwy to Beaver Street				410,000	
Green Hill Road @ Barger Drive Intersection	25,000				
Irvington Drive, River Rd. to Prairie Rd.				235,000	
Jasper Road Extension, 57th St. to Jasper Rd.	320,000				
Marcola Road, Sunderman Rd. to Wendling Rd.		360,000			
Marcola Road, Wendling Rd. to Johnson Rd.				270,000	
Pearl St., Willamette St. to Stuart Wy. (residential section)	75,000				
Pearl St., Stuart Wy. to I-5 Fwy. (commercial district)			103,000		
Prairie Rd, Carol Ave. to Enid Rd.				75,000	
South River Rd., Hwy. 99 to Cottage Grove City Limits	60,000				
Stagecoach Road				50,000	
West Boundary Rd., end of pavement to County stockpile site		195,000			
<b>TOTAL</b>	<b>885,000</b>	<b>1,041,000</b>	<b>689,000</b>	<b>1,065,000</b>	<b>235,000</b>

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

OTHER	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03
Blue River Drive @ Hwy 126		100,000			
Forest Glen Boat Ramp	40,000				
<b>TOTAL</b>	40,000	100,000	0	0	0

PAVEMENT FUND	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03
Overlays and Rehabilitation	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000
<b>TOTAL</b>	2,700,000	2,700,000	2,700,000	2,700,000	2,700,000

SAFETY IMPROVEMENTS	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03
Franklin Blvd. East @ Seavey Loop Road		150,000			
Green Hill Rd. @ Barger Dr.	250,000				
Safety Improvements Fund			125,000		125,000
Stagecoach Road				500,000	
<b>TOTAL</b>	250,000	150,000	125,000	500,000	125,000

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

GENERAL CONSTRUCTION	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03
18th Ave. West, Bertelsen Rd. to Willow Creek Rd.	613,000				
Beaver St., Division Ave. to Wilkes Dr.					2,350,000
Bloomberg Connector				250,000	
Brice Creek Rd., Spot Improvements			360,000		
Canary Rd., Honeyman Park to Clear Lake Rd.	500,000				
Cedar Flat Rd., Hwy. 126 to end of improved section		260,000			
Clear Lake Road, Hwy. 101 to Canary Rd.		2,100,000			
Coburg Rd., Eugene City Limit to Armitage Park	2,250,000				
Cottage Grove Reservoir Rd., London Rd. to Cottage Grove Reservoir		2,000,000			
Delta/Beltline Interchange			5,500,000		
Division Avenue, Delta Hwy to Beaver Street				4,100,000	
Irvington Dr., River Rd.-Prairie Rd.				2,350,000	
Jasper Road Extension, Main St. to Jasper Rd.	3,160,000				
Juvenile Justice Center Roads	1,000,000				
Marcola Road, Sunderman Rd. to Wendling Rd.		3,600,000			
Marcola Road, Wendling Rd. to Johnson Rd.				2,700,000	
Pearl St., Willamette St. to Stuart Wy. (residential section)	750,000				
Pearl St., Stuart Wy. to I-5 Fwy. (commercial district)			1,030,000		
Prairie Rd, Carol Ave. to Enid Rd.				750,000	
South River Rd., Hwy. 99 to Cottage Grove City Limits	600,000				
West Boundary Rd., end of pavement to County stockpile site			1,950,000		
<b>TOTAL</b>	<b>8,873,000</b>	<b>7,960,000</b>	<b>8,840,000</b>	<b>10,150,000</b>	<b>2,350,000</b>

## NOTES

- 1) Right-of-way costs are approximate based on anticipated right-of-way impacts that are not defined in the early stages of project development. These costs are subject to change as design concepts are refined.
- 2) Total right-of-way and general construction costs are shown for the Brice Creek Road Spot Improvement project. Construction costs will actually be paid by the Federal government through Federal Forest Highway Program monies. Right-of-way acquisition costs will be paid from the County Road Fund.
- 3) Off-site road improvements to Barger Drive related to Bethel School District's new school construction. Project funding predicated upon passage of School District's Bond Measure.
- 4) The project scope will include improvement of Canary Rd. from State Hwy. 101 to Clear Lake Road.
- 5) Coordinate with ODOT project development for Highway 58, Goshen to Immigrant Road. These projects are contingent upon action by the Board of Commissioners on the Pleasant Hill Circulation Plan.
- 6) Project intended as County portion of a joint between the City of Springfield and Springfield School District to improve Jasper Road between 32nd and 42nd Streets to urban standards. Mutual approval of design by City/County required. Board Order stipulates that \$500,000 of the \$1,100,000 CIP allocation based on like contribution from the City of Springfield and School District No. 19.
- 7) Total right-of-way and general construction costs are shown for the Sweet Creek Road Spot Improvement project. Construction costs will actually be paid by the Federal government through Federal Forest Highway Program monies. Right-of-way acquisition costs will be paid from the County Road Fund.
- 8) Lane County will contract for street repair and fund trench patching costs associated with installation of sanitary sewers in the Santa Clara area in fiscal year 1996-1997. This funding should cover completion of sewer installation by the City of Eugene.
- 9) Upgrade to seismic retrofit standards in conjunction with the Marcola Rd., Camp Creek to Sunderman and Marcola Rd., Sunderman to Wendling General Construction projects.
- 10) Beltline/Royal Ave. overpass payment complies with intergovernmental agreements signed in 1978 and 1994 concerning transfer of jurisdiction over Beltline Road to ODOT, and reconstruction of Beltline between West 11th Ave. and Highway 99.
- 11) The current County-City Road Partnership agreements are in affect until FY 1997 - 1998. Allocations shown beyond this point assume continuation of the program, however, future payments will be determined at the time of a carry over of the present agreement or through renegotiation.
- 12) This is a grant program administered through guidelines established in Lane Manual. Timing of expenditures from this program is determined by individual project allocations through the Board of County Commissioners. Funds not allocated in FY 96-97 will be carried forward to future years unless otherwise directed by the Board.
- 13) Reserve account for Ferry Street Bridge. Payment to be made at time of construction.
- 14) Total ODOT project cost approximately \$1,500,000. Project not in STIP. STIP expected to be approved in August of 1997. Fund participation breakdown: ODOT (50%), County (25%), City (12.5%), LID (12.5%). Board Order for approval of funding stipulates that the County share be one-half grant and one-half loan to LID.
- 15) Realignment of curves between Nordahl Road and the vicinity of the County boat ramp.
- 16) Construction for 18th Ave. West is estimate at \$1,000,000, however, the Board has limited funds to \$613,000. The balance will be funded by the City of Eugene.
- 17) Project allocation includes \$1,086,000 in STP (State) money.

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

PAYMENTS TO OTHER GOVERNMENT AGENCIES	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03
Beltline/Royal Ave. Payment to ODOT			2,100,000		
Bethel School Road Improvements	500,000				
County/City Road Partnership Payments	3,000,000	2,500,000	2,500,000	2,500,000	2,500,000
Economic Development Program		1,425,000			
I-105 Soundwall Project, IGA with ODOT, Eugene, and LID	300,000				
<b>TOTAL</b>	<b>3,800,000</b>	<b>3,925,000</b>	<b>4,600,000</b>	<b>2,500,000</b>	<b>2,500,000</b>

ROADS FOR ASSISTED HOUSING PROJECTS	FY 98-99	FY 99-00	FY 00-01	FY 01-02	FY 02-03
Assisted Housing Fund	140,000	1,000,000			
<b>TOTAL</b>	<b>140,000</b>	<b>1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

PROJECTS FOR DEVELOPMENT	COST
<b>GENERAL CONSTRUCTION</b>	
Aspen St.	750,000
Cantrell Rd./Kenneth Nielsen Rd.	2,310,000
Fox Hollow Rd. at McBeth Rd.	250,000
Fox Hollow Rd. Slide Repair	250,000
Gowdyville Rd.	3,100,000
Game Farm Rd. North - Eugene City limits to Coburg Rd.	1,900,000
Game Farm Rd. - Harlow Rd. to Beltline	1,600,000
Green Hill Rd., Parkway-Airport Rd.	2,200,000
Green Hill Rd. Relocation/Airport	1,000,000
Hwy. 58/Pleasant Hill Area Projects, Northside Connectors:	
Brabham-Kensington Connector	40,000
Kensington-Ridgeway Connector	80,000
Tillicum-Edenvale Connector	80,000
Hwy. 58/Pleasant Hill Area Projects, Southside Connectors:	
Bristow-Enterprise Connector	150,000
Plaza-Flathead-Bristow Connector	270,000
Laura St., Harlow Rd.-0.25 mile south	530,000
Prairie Rd. at Meadowview Rd. East	250,000
River Rd., Carthage-Beacon	900,000
River Rd., Hwy 99 east to Junction City limits	1,200,000
Royal Ave. - Terry St. to Green Hill Rd.	2,000,000
Sears Rd., mp 0.62-3.24	1,100,000
<b>TOTAL</b>	<b>19,960,000</b>
<b>STRUCTURES</b>	
Clear Lake Rd., mp 6.9	1,500,000
Indian Creek Rd., mp 5.45	130,000
Row River Rd., mp 16.58	190,000
Stagecoach Rd., mp 6.96	140,000
Stagecoach Rd., mp 7.06	130,000
Stagecoach Rd., mp 11.41	350,000
Seismic Retrofits	
Phase I (superstructure modifications)	2,960,000
Phase II (substructure modifications)	19,410,000
<b>TOTAL</b>	<b>24,810,000</b>
<b>TOTAL</b>	<b>44,770,000</b>

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# **Project Information**

## **(Alphabetical Listing)**

# Abbreviations

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

**Beaver Street Extension**

Hunsaker Ln.-Beaver St. to Wilkes Drive

Project #: 92028

Category: GENERAL CONSTRUCTION

Scope: Construction of a two-lane north-south collector/arterial in the east Santa Clara area.

Justification: Listed in TRANSPLAN as project #326, Beaver St. Arterial, Hunsaker to Wilkes, construct new 2-3 lane collector/arterial, provide sidewalks and bike lanes. Transplan lists justifications as improved access, safety and level of service. North-south traffic in the east Santa Clara area currently use a combination of roads including Division Avenue, Hunsaker Lane, River Road, and River Loop 1. Current development and the potential for growth in the area are increasing the traffic congestion on River Road.

FY	<u>2003</u>
Cost:	2,350,000
R/W:	235,000
TOTAL:	2,585,000

NOTE: This project, in its present definition, does not address traffic bound for Bellline. Further development with the TRANSPLAN update may include improvements to Bellline or other projects.

**Beltline Road @ Royal Avenue**

Royal Avenue Overpass for Beltline Road

Project #: 91035

Category: PAYMENTS TO OTHER AGENCIES

Scope: Participate in funding of overpass at Royal Ave.

Justification: Extension of Beltline as a Principal Arterial. The Royal Overpass is currently under construction.

FY	<u>2001</u>
Cost:	2,100,000
R/W:	NA
TOTAL:	2,100,000

NOTE:

**Bethel School Road Improvements**

Project #: 97708

Category: PAYMENTS TO OTHER AGENCIES

Scope: Construction of an access road for new school.

Justification: The passage of a bond measure by School District #52 provided funding for a new school off Barger Drive between Ohio Street and Green Hill Road. The County funding for this project was predicated upon the passage of the bond measure.

FY	<u>1999</u>
Cost:	500,000
R/W:	NA
TOTAL:	500,000

NOTE: The budget amount shown was designated by the Board for road improvements associated with the construction of a new school in the Bethel School District. It does not reflect the actual costs of R/W or construction associated with the improvements to Barger Drive or a new access road.

**18th Avenue W. (Hyundai)**

Bertelsen Rd. to Willow Creek Rd.

Project #: 95097

Category: GENERAL CONSTRUCTION

Scope: Construction of a two-lane urban street from Bertelsen Rd. to Willow Creek Rd. (approx. 3300'), after which a three-lane urban street will continue (approx. 1200') to Willow Creek Circle, the entrance to the Hyundai Plant. The two and three-lane typical sections include curbs and bike lanes on both sides with a sidewalk only on one side.

Justification: Road project as part of the Hyundai Plant construction in the southwest part of Eugene.

FY	<u>1999</u>
Cost:	613,000
R/W:	60,000
TOTAL:	673,000

NOTE: Total construction costs are estimated at \$1,000,000, however, Board Order #95-6-28-21 limits County funding for construction of this project to \$613,200. The balance will be paid by the City of Eugene.

**Aspen Street**

Centennial Boulevard to West D Street

Road #: 1675-00

MP: 0 to 0.44

FC: Urban Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION

Scope: Urban improvements: curbs, sidewalks, and bike lanes.

Justification: Transplan project #383 (2-3 lanes). Listed in Regional Road Network. Sections of narrow pavement without shoulders or sidewalks. Located in west Springfield, it connects Centennial Boulevard to river bank bicycle system and Alton Baker Park.

Cost:	700,000
R/W:	NA
TOTAL:	700,000

**Assisted Housing Fund**

Category: ROADS FOR ASSISTED HOUSING PROJECTS

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

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

FY	<u>1999</u>	<u>2000</u>
Cost:	140,000	1,000,000
R/W:	NA	NA
TOTAL:	140,000	1,000,000

**Bridge Projects - Miscellaneous**

Scope: Fund used to acquire right-of-way for the various bridge projects listed under STRUCTURES category.

Justification: No specific right-of-way acquisition budget is defined for bridge projects during the CIP process. As construction plans for the bridge projects are defined, the right-of-way needs are funded from this source.

FY	<u>1999</u>	<u>2000</u>
Cost:	NA	NA
R/W:	50,000	50,000
TOTAL:	50,000	50,000

NOTE: Based on the projects listed in STRUCTURES category, the Bridge Projects - Miscellaneous fund is shown only in the first two years of the 99-03 CIP.

**Canary Rd.**

Canary Road - Clear Lake Road to Highway 101.

Road #: 5320-00

MP: 0 to 1.369

Project #: 97511

FC: Rural Major Collector (FAS)

Category: GENERAL CONSTRUCTION

Scope: Widen to provide paved shoulders.

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

FY	<u>1999</u>
Cost:	500,000
R/W:	130,000
TOTAL:	630,000

**Cantrell Road & Kenneth Nielson Road**

Cantrell Road - gravel section between Oak Hill Drive and Central Road.  
Kenneth Nielson Road - gravel section between W. 11th Avenue and Cantrell Road.

Road #: 4238-00 4280-00

MP: 1.06 to 2.4 1.14 to 2.288

FC: Rural Local Rural Local

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION

Scope: Grading, Basing, Widening and Paving.

Justification: Gravel road. Multiple requests for improvement.

Cost:	1,100,000
R/W:	NA
TOTAL:	1,100,000

**Bloomberg Connector**

Bloomberg Road to 30th Avenue

Project #: 97008  
 Category: GENERAL CONSTRUCTION  
 Scope: Construct connector road between Bloomberg Road and 30th Avenue.  
 Justification: Traffic conditions on McVay Highway during Lane Community College peak hour commuter arrivals make turning movements from Bloomberg Road difficult.

FY	<u>2002</u>
Cost:	250,000
R/W:	25,000
TOTAL:	275,000

**Blyue River Drive @ Hwy 126**

Project #:  
 Category: OTHER  
 Scope: Provide a well lit, attractive, landscaped gateway and left turn lane at the northern most Blue River Drive and State Highway 126 intersection.  
 Justification: Cookie Swetland, Janet Fleshman, and 100 signature petition sponsored by the Blue River Community Development Corporation (CDC). A project that was originally advocated by former Commissioner Marie Frazier to improve the intersection, was listed in previous CIP's but was dropped after additional street lighting was constructed by the local utility company. It was thought that the entrance problems perceived by the community were solved by the new lighting. However, this was not the case and therefore the community entrance improvement project is once again being placed in the CIP.

FY	<u>2000</u>
Cost:	100,000
R/W:	NA
TOTAL:	100,000

**Brice Creek Road**

Spot Improvements @ MP 4.1,4.3,4.8, & 6.1-6.3

Road #: 2470-00  
 MP: 4.1 to 6.3  
 FC: Rural Minor Collector

Project #: 95205  
 Category: GENERAL CONSTRUCTION  
 Scope: Realignment and widening to improve sight distance. Includes intersection improvements in mountainous terrain.  
 Justification: Sharp horizontal curvature with limited sight distance due to uphill sideslopes. Structural support of fill slopes which have eroded to the pavement edge in a few locations. Intersections with roads meeting at included angles less than 30 degrees.

FY	<u>2001</u>
Cost:	360,000
R/W:	36,000
TOTAL:	396,000

NOTE: Project (construction only) funded with Oregon Forest Highway Program monies. Design and construction by the FHWA. Lane County will fund and acquire the necessary R/W.

**LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM**

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**Cottage Grove Reservoir Road**

London Road to south of Fox Lane.

Road #: 2730-00

MP: 0 to 2

Project #: 95206

FC: Rural Minor Collector

Category: GENERAL CONSTRUCTION

Scope: Widen and realign where terrain permits. Upgrade existing guardrail.

Justification: Complaints about safety on narrow roadway, poor sight distance, and increased recreational traffic.

FY	<u>2000</u>
Cost:	2,000,000
R/W:	200,000
TOTAL:	2,200,000

**County/City Road Partnership Program**

Category: PAYMENTS TO OTHER AGENCIES

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

Justification: Originally known as Urban Transition, the intent of this program was to transfer jurisdiction of County roads within city limits to cities. In addition, Lane County and the cities of Lane County recognized the need to safeguard public welfare and to increase efficiencies in public facility maintenance. The payment distribution structure is based on the number of city road miles within each city as a percentage of the total city road miles within Lane County as defined by the State Mileage Report.

FY	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>
Cost:	3,000,000	2,500,000	2,500,000	2,500,000	2,500,000
R/W:	NA	NA	NA	NA	NA
TOTAL:	3,000,000	2,500,000	2,500,000	2,500,000	2,500,000

NOTE: The current County/City Road Partnership agreements expire at the end of FY 1997-98. Allocations shown beyond FY 1997-98 assume continuation of the program under its current funding plan, however, terms of future payments will be determined at the time of renegotiation.

**Covered Bridge Fund (Painting/Roofing)**

Category: STRUCTURE

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

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

FY	<u>1999</u>	<u>2000</u>	<u>2001</u>
Cost:	70,000	70,000	150,000
R/W:	NA	NA	NA
TOTAL:	70,000	70,000	150,000

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

**Cedar Flat Road**

Highway 126 to end of improved section.

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

Project #: 95092

Category: GENERAL CONSTRUCTION

Scope: Realignment and widening to provide paved shoulders.

Justification: Narrow winding road. Improvements would match upper end of road which has previously been improved.

FY	<u>2000</u>
Cost:	260,000
R/W:	26,000
TOTAL:	286,000

**Clear Lake Rd.**

Canary Road - Clear Lake Road to Highway 101.

Road #: 5340-00  
 MP: 0 to 4.23  
 FC: Rural Major Collector

Project #: 94504

Category: GENERAL CONSTRUCTION

Scope: Widen to provide paved shoulders.

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

FY	<u>2000</u>
Cost:	2,100,000
R/W:	210,000
TOTAL:	2,310,000

**Coburg Road**

Eugene city limits to Armitage Park

Road #: 1500-00  
 MP: 3.37 to 4.6  
 FC: Rural Minor Arterial

Project #: 93073

Category: GENERAL CONSTRUCTION

Scope: Construction of 3-lane urban improvements within Eugene's Urban Growth Boundary. A 3-lane rural section will continue north to the Armitage State Park entrance, after which the improvements will transition back to a 2-lane rural section to match the existing improved road near Armitage Bridge.

Justification: Listed in TRANSPLAN as Project #328. The portion of the project which lies south of Armitage State Park is within the Eugene UGB but outside the current city limits. The current roadway is narrow with little or no paved shoulders making pedestrian and bicycle travel to Armitage State Park or further north to Coburg undesirable. The developable land within the area has the potential of doubling the existing traffic on Coburg Road.

FY	<u>1999</u>
Cost:	2,250,000
R/W:	225,000
TOTAL:	2,475,000

NOTE: The geometry of the "Y" intersection at Coburg Road and County Farm Road will not be changed, however, two northbound lanes will extend past the left turn lane at this intersection.

**Fox Hollow Road @ McBeth Road**  
Intersection Improvements

Road #: 1280-00  
MP: 4.5 to 4.52  
FC: Rural Minor Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION  
Scope: Intersection improvement - sight distance.  
Justification: The intersection of Fox Hollow Road at McBeth Road is a "T" intersection which is confusing to some drivers.

Cost: 250,000  
R/W: NA  
TOTAL: 250,000

**Fox Hollow Road Slide Repair**  
Near McBeth Road intersection.

Road #: 1280-00  
MP: 4.4 to 4.45  
FC: Rural Minor Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION  
Scope: Stabilization of slide area.  
Justification: There is a section of Fox Hollow Road that is experiencing landslide problems. Engineering staff have been monitoring movement of the slide and sinking of the roadway in this area.

Cost: 250,000  
R/W: NA  
TOTAL: 250,000

**Franklin Blvd. E. @ Seavey Loop Rd.**  
Intersection Improvements

Road #: 1825-00  
MP: 0.39 to 0.59  
FC: Urban Collector

Project #: 94017  
Category: SAFETY IMPROVEMENT  
Scope: Intersection Improvements  
Justification: Sight distance limitations caused by vertical alignment.

FY: 2000  
Cost: 150,000  
R/W: NA  
TOTAL: 150,000

**Delta/Beltline Interchange**

Interchange, Beltline Bridge over Willamette River. Will Involve Beltline to River Road.

Project #: 97014 FC: Principal Arterial  
 Category: GENERAL CONSTRUCTION  
 Scope: Interchange improvements.  
 Justification: TRANSPLAN project #103 and #210 - capacity and safety problems with existing alignment. Weaving and merging problems due to proximity of entrance and exit ramps on Delta Highway at Beltline and high traffic volume. Proposed improvements to Delta Ramps will involve widening Willamette River Bridge on Beltline. ODOT has determined that the entire section of Beltline from Delta Highway to River Road must be studied in order to design solutions to the problems. Without extensive improvement of Beltline, interchange improvements would create merging and weaving conflicts at other locations on the roadway.

2001  
 Cost: 5,500,000  
 R/W: NA  
 TOTAL: 5,500,000

NOTE:

**Division Avenue**

Project #: 98044 FC:  
 Category: GENERAL CONSTRUCTION  
 Scope: Interchange improvements.  
 Justification: The Division Avenue project along with the Delta/Beltline Interchange and the Beaver Street Extension are all related to solving the transportation connectivity in the north Eugene area. The new river crossing listed in the Draft Update of TRANSPLAN is intended to reduce or eliminate the number of local trips to and from the Delta Oaks area and Santa Clara now being accommodated by the Beltline Highway.

2002  
 Cost: 4,100,000  
 R/W: NA  
 TOTAL: 4,100,000

NOTE:

**Economic Development Program**

Category: PAYMENTS TO OTHER AGENCIES  
 Scope: Grant program to fund road infrastructure improvements needed to provide "ready-to-build" industrial sites intended to attract businesses that provide family-wage jobs.  
 Justification: This is a grant program administered through guidelines established in Lane Manual, Section 15.800. Timing of expenditures from this program is determined by individual project allocations through the Board of County Commissioners. Funds not allocated in the first year of the CIP will be carried forward to future years unless otherwise directed by the Board.

FY 2000  
 Cost: 1,425,000  
 R/W: NA  
 TOTAL: 1,425,000

**LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM**

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**Gowdville Road**

End of paved section to Territorial Highway

Road #: 2645-00  
MP: 1.89 to 9.034  
FC: Rural Minor Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION  
Scope: Reconstruct to current road standards including asphalt concrete pavement.  
Justification: Gravel collector road.

Cost: 3,100,000  
R/W: NA  
TOTAL: 3,100,000

**Green Hill Road @ Barger Drive**

Approx. 500' south and north of the Barger Drive intersection (total length approx. 1000').

Road #: 4270-00  
MP: 3.72 to 3.92

Project #: 97407  
Category: SAFETY IMPROVEMENT  
Scope: Intersection improvements will include adding a left turn lane on Green Hill and realigning the horizontal and vertical configuration of the road near the intersection.

Justification: Numerous rear-end and turning movement accidents are on record at this intersection. The cause of accidents is presumed to be the slight misalignment (jog in the centerline of roadway approximately 1 lane width) of the road near the intersection. A new school to be constructed by the Bethel School District (planned to be operational by Fall 1998) along with adjacent developable land, have the potential for increasing traffic volumes on both Barger and Green Hill.

FY 1999  
Cost: 250,000  
R/W: 25,000  
TOTAL: 275,000

NOTE: This project may be coordinated with the City of Eugene's Barger Drive project.

**Green Hill Road, MP 1.542-5.81**

W. Eugene Parkway to Clear Lake Road.  
Clear Lake Road to Airport Road.

Road #: 4270-00 3270-00  
MP: 1.542 to 5.07 5.07 to 5.81  
FC: Rural Major Collector (FAS) Rural Major Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION  
Scope: Addition of shoulders, curb and gutter, or combination thereof.  
Justification: This roadway borders along the edge of the urban growth boundary and also serves as a major route to Fern Ridge Reservoir, the Eugene Airport, and the community of Alvadore.

Cost: 2,200,000  
R/W: NA  
TOTAL: 2,200,000

**Forest Glen Boat Ramp (Rest Area)**

Project #:  
 Category: OTHER  
 Scope: Construct rest area improvements that include a flush toilet, improved parking, and visitor information kiosk.  
 Justification: Improvements to the boat ramp area include adding a flush toilet, improving and paving the parking area, adding boat ramp trails to the community of Blue River, and information signs. The Road Fund eligible portion of the project is expected to be \$40,000 out of a total of \$120,000 planned as improvement costs.

FY	<u>1999</u>
Cost:	40,000
R/W:	NA
TOTAL:	40,000

**Game Farm Road**  
 Harlow Road to Bellline

Road #: 1528-00  
 MP: 0 to 0.917  
 FC: Urban Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION  
 Scope: Improve to urban standards.  
 Justification: Identified from list of urban collector/arterials (roads within Urban Growth Boundaries) without urban standards. Located in northeast Springfield, traffic levels have been increasing at a steady rate.

Cost:	1,600,000
R/W:	NA
TOTAL:	1,600,000

NOTE: This project may be replaced by the Pioneer Parkway Extension project. Current ADT's on Game Farm Rd. are near the threshold of 10,000 vehicles per day (trigger for project).

**Game Farm Road North**  
 Eugene city limits to Coburg Road.

Road #: 1710-00  
 MP: 0.61 to 1.69  
 FC: Urban Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION  
 Scope: Improve to urban standards.  
 Justification: Identified from list of urban collector/arterials (roads within Urban Growth Boundaries) without urban standards. Located in the north Eugene area with a large amount of developable land, Game Farm Road North will experience an increase of traffic in the not too distant future.

Cost:	1,900,000
R/W:	NA
TOTAL:	1,900,000

**Highway 58/Pleasant Hill Area Southside Connector Roads**

Bristow-Enterprise Connector  
Plaza-Flathead-Bristow Connector

Project #: 89819

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION

Scope: Construct Local/Collector roads.

Justification: There may be a need for off-Highway 58 circulation within and around the Pleasant Hill area.

Cost: 420,000  
R/W: NA  
TOTAL: 420,000

**I-105 Soundwall Project**

Coburg Road to Garden Way

Category: PAYMENTS TO OTHER AGENCIES

Scope: Participate in funding of Sound Barrier.

Justification: Petition by Harlow Neighborhood Organization. Through adoption of the 97-01 CIP, the Board of County Commissioners approved funding for this project.

FY 1999  
Cost: 300,000  
R/W: NA  
TOTAL: 300,000

NOTE: Total project cost approximately \$1.5 million to be divided among the following parties: ODOT 50% (lead agency), County 25%, City 12.5%, Local Improvement District (LID) 12.5%. The County share will be half loan/half grant to the LID. Program year contingent upon Statewide Transportation Improvement Program (STIP) funding.

**Irvington Drive**

River Road to Prairie Road

Road #: 3195-00

MP: 0 to 1.479

FC: Urban Minor Arterial

Project #: 84301

Category: GENERAL CONSTRUCTION

Scope: Transplan medium range project #230, 2-3 lane urban facility with curbs, sidewalks and bike lanes.

Justification: Access, Safety, Urban Improvements. Within Eugene UGB.

FY 2002  
Cost: 2,350,000  
R/W: 235,000  
TOTAL: 2,585,000

**Green Hill Road, MP 1.542-5.07**

Clear Lake Road to Airport Road

Road #: 3270-00

MP: 5.07 to 5.81

FC: Rural Major Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION

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

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

Cost: 2,200,000  
R/W: NA  
TOTAL: 2,200,000

**Green Hill Road, MP 5.815-6.805**

Airport Road to Awbrey Lane.

Road #: 3270-00

MP: 5.815 to 6.805

FC: Rural Major Collector

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION

Scope: Construct Collector/Arterial road.

Justification: Relocation of the existing road due to the expansion of the Mahlon Sweet Municipal (Eugene) Airport.

Cost: 1,000,000  
R/W: NA  
TOTAL: 1,000,000

**Highway 58/Pleasant Hill Area Northside Connector Roads**

Brabham-Kensington Connector  
Kensington-Ridgeway Connector  
Tillicum-Edenvale Connector

Project #: 89819

Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION

Scope: Construct Local/Collector roads.

Justification: There may be a need for off-Highway 58 circulation within and around the Pleasant Hill area.

Cost: 200,000  
R/W: NA  
TOTAL: 200,000

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

**Marcola Road, MP 11.49-16.08**

Wending Road to Johnson Road

Road #: 1900-00

MP: 11.49 to 16.08

Project #: 90015

FC: Rural Major Collector (FAS)

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.

FY 2002  
 Cost: 2,700,000  
 R/W: 270,000  
 TOTAL: 2,970,000

**Marcola Road, MP 14.158**

Cash Creek

Road #: 1900-00

MP: 14.158

Project #: 92012

FC: Rural Major Collector (FAS)

Category: STRUCTURE

Scope: Bridge widening, replacement

Justification: Retirement of bridges with wood components. The timber piling and caps are decayed and require replacement. Helper bents have been installed by County Forces to assist the decayed members.

FY 1999  
 Cost: 250,000  
 R/W: NA  
 TOTAL: 250,000

NOTE: Replacement was originally planned to be done in conjunction with the widening of Marcola Road.

EXISTING BRIDGE DATA

TRIS	Bridge #	Superstructure	Substructure	Width	Length	Year Built	SR	Condition Rating AR / OM
16S 1W 05B	14636A	PCN	WCNCP	30	46	1964	86	8 / 6

**Marcola Road, MP 5.81-11.49**

Sunderman Road to Wending Road

Road #: 1900-00

MP: 5.81 to 11.49

Project #: 89005

FC: Rural Major Collector (FAS)

Category: GENERAL CONSTRUCTION

Scope: Widen and overlay to include paved shoulders.

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.

FY 2000  
 Cost: 3,600,000  
 R/W: 360,000  
 TOTAL: 3,960,000

**Jasper Road Extension**

Hwy 126 to Jasper Road along old ODOT alignment.

Project #: 96035  
 Category: GENERAL CONSTRUCTION  
 Scope: Construction of a new 2-3 lane arterial between the Eugene-Springfield Highway and the Springfield-Creswell Highway. The roadway will include curbs, bicycle lanes and sidewalks within the Springfield city limits, and a rural section to the south.  
 Justification: The new extension would shift through traffic away from S. 57th Street and Mt. Vernon Road. It would reduce traffic near the cemetery by S. 57th Street and Mt. Vernon Road, at the railroad crossing by Mt. Vernon Road and Jasper Road, and on Main Street between 58th Street and the freeway. Listed in TRANSPLAN as long range project number 322.

FY	<u>1999</u>
Cost:	3,160,000
R/W:	320,000
TOTAL:	3,480,000

**Juvenile Justice Center Roads**

Project #: 96036  
 Category: GENERAL CONSTRUCTION  
 Scope: Construction of access road network for a new corrections facility near Autzen Stadium.  
 Justification: A bond measure was passed to fund the construction of a new corrections facility. Road Fund monies for the road network was designated by the Board of County Commissioners during adoption of the 97-01 CIP.

FY	<u>1999</u>
Cost:	1,000,000
R/W:	NA
TOTAL:	1,000,000

**Laura Street**

Harlow Road to U Street.

Road #: 1939-00  
 MP: 0 to 0.27  
 FC: Urban Collector  
 Q Street and Eugene-Springfield Highway (freeway).

Project #: 90014  
 Category: PROJECT FOR DEVELOPMENT - GENERAL CONSTRUCTION  
 Scope: Transplan #276. Reconstruct to urban standards with 3 lanes, bike lanes, and sidewalks.  
 Justification: Projected increases in traffic due to Springfield Regional Mall and Gateway Mall. Urban improvements within Springfield UGB.

Cost:	530,000
R/W:	NA
TOTAL:	530,000