



Briggs Hill Road - Project #4090-1

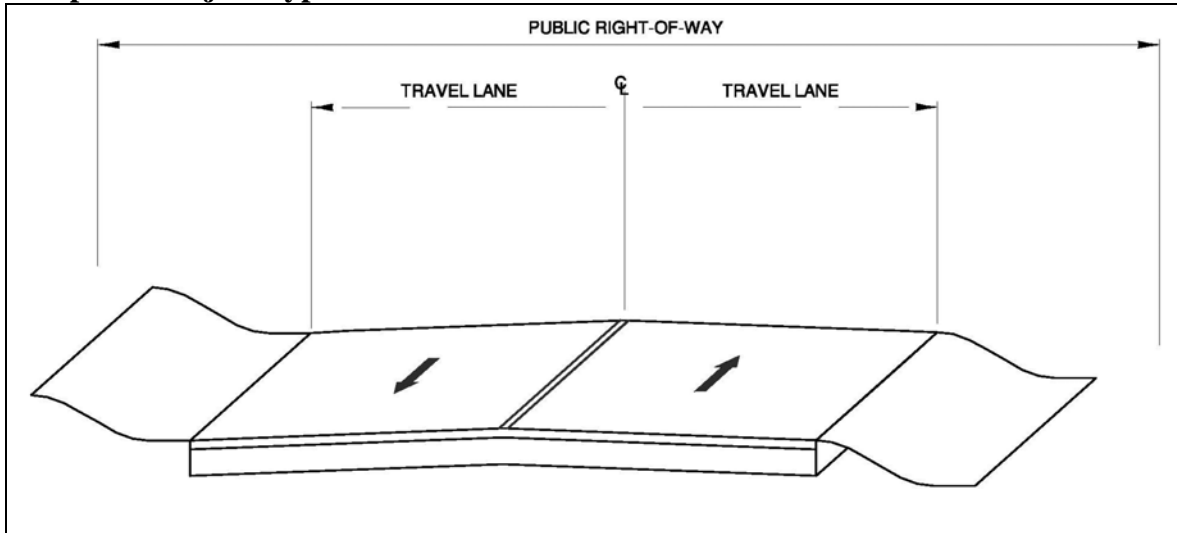
MP 2.5 to 4.01

Estimated Cost: \$1,248,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,133,000	\$115,000	NA		\$1,248,000

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
Briggs Hill Road	+						+			+	



Delta/Beltline Interchange - Project #1730-1

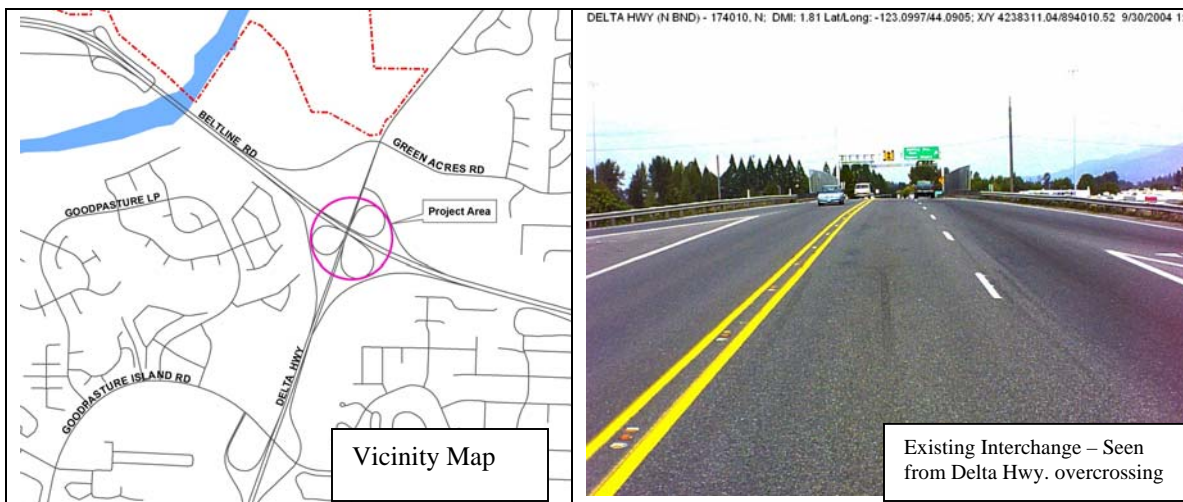
Estimated Cost: \$8,050,000

PRELIMINARY PROJECT SCOPE: Interchange improvements.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions on Delta Hwy.	32,900 (1999)	67			Urban Principal Arterial

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: There are capacity and safety problems with the existing alignment coupled with high traffic volumes. Weaving and merging problems due to proximity of entrance and exit ramps on Delta Highway at Beltline.</p>	<p>Proposed Solution: Improve interchange to meet current geometric and safety standards. Modify/replace existing ramps and widen Delta overcrossing to 5 lanes.</p>
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Project Status: Scheduled in the 06-10 CIP in FY 2009. Originally adopted in 01-05 CIP as a FY 2002 project. Identified as project #638 in TransPlan and project #58 in the Lane County TSP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County and Oregon Department of Transportation



Delta/Beltline Interchange - Project #1730-1

Estimated Cost: \$8,050,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$7,850,000	\$200,000			\$8,050,000

Proposed Project Typical Section

Not Available.

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
Delta/Beltline Interchange		++	++		++		+	+		+	



Dillard Road - Project #1870-1

Hwy. 99 to Eugene UGB MP 0.0 to 4.016

Estimated Cost: \$2,640,000

PRELIMINARY PROJECT SCOPE: Widen and overlay to include paved shoulders.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	1,000 (2001)	84	22	12	Rural Minor Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Substandard road width on a popular cycling route. Complaints were received after the last overlay in 1992 when additional width was not provided.</p>	<p>Proposed Solution: Widen and overlay road to current standard including two 11' travel lanes with 6' paved shoulders.</p>
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Project Status: Unscheduled in 06-10 CIP. FY 2007. Originally adopted in 03-07 CIP. Identified in the Lane County TSP as project #86.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Dillard Road - Project #1870-1

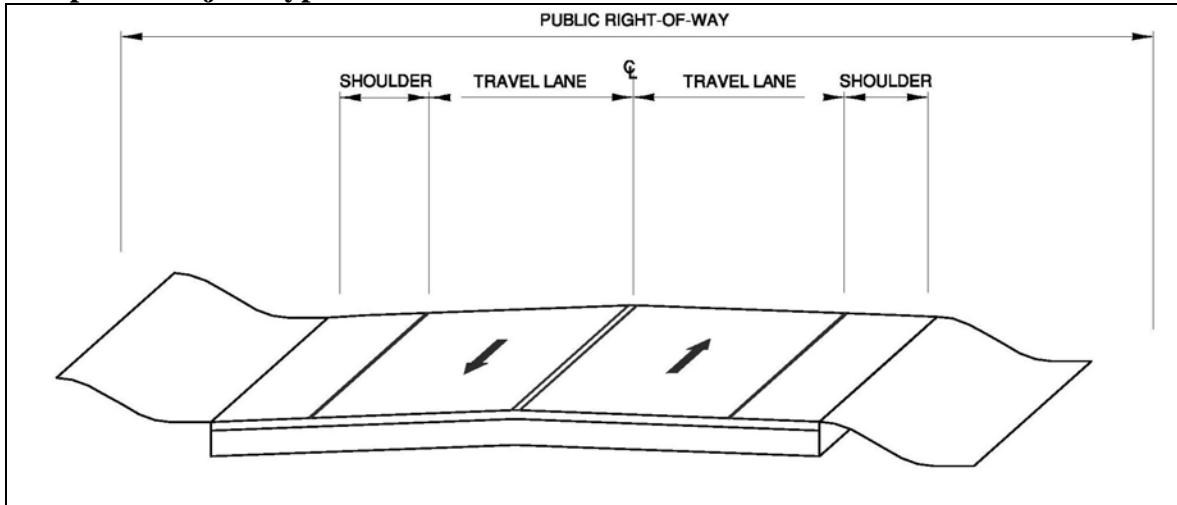
Hwy. 99 to Eugene UGB MP 0.0 to 4.016

Estimated Cost: \$2,640,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$2,400,000	\$240,000	NA		\$2,640,000

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
Dillard Road		+		+			+		+	+	



Franklin Boulevard East - Project #1825-1

I-5 frontage to Twin Buttes Rd. MP 0.0 to 1.121

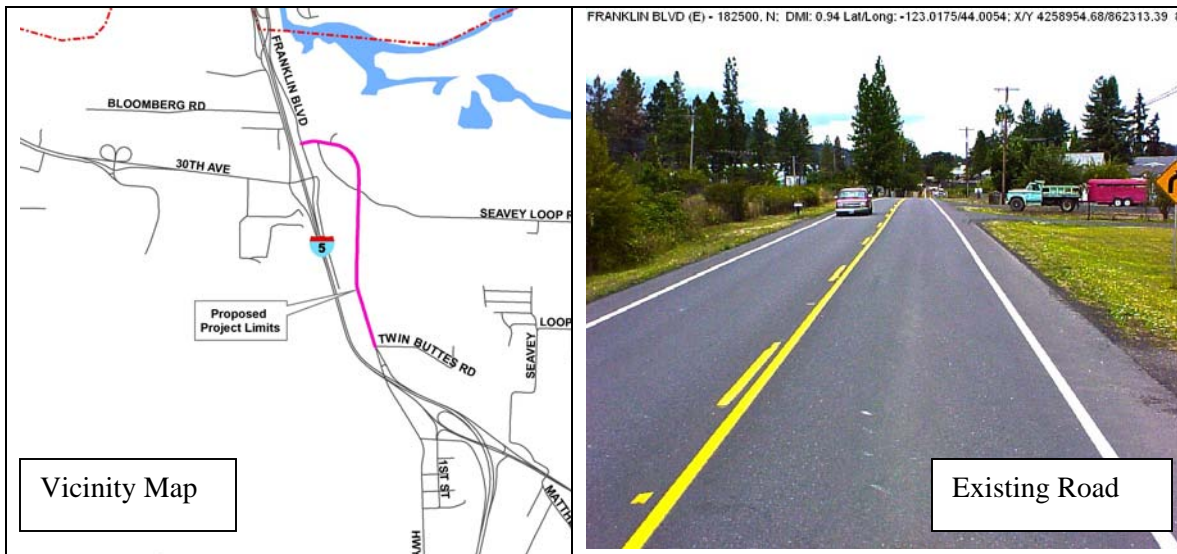
Estimated Cost: \$2,530,000

PRELIMINARY PROJECT SCOPE: Widen road consistent with County standards.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	5,450 (2001)	100	28	11	Rural Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Substandard width for a relatively high volume road. Pavement condition is good due to overlay in 2000.</p>	<p>Proposed Solution: Widen to meet rural collector road standard.</p>
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Project Status: Unscheduled in 06-10 CIP. FY 2008. Originally adopted in 04-08 CIP. Identified as project #85 in the Lane County TSP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Franklin Boulevard East - Project #1825-1

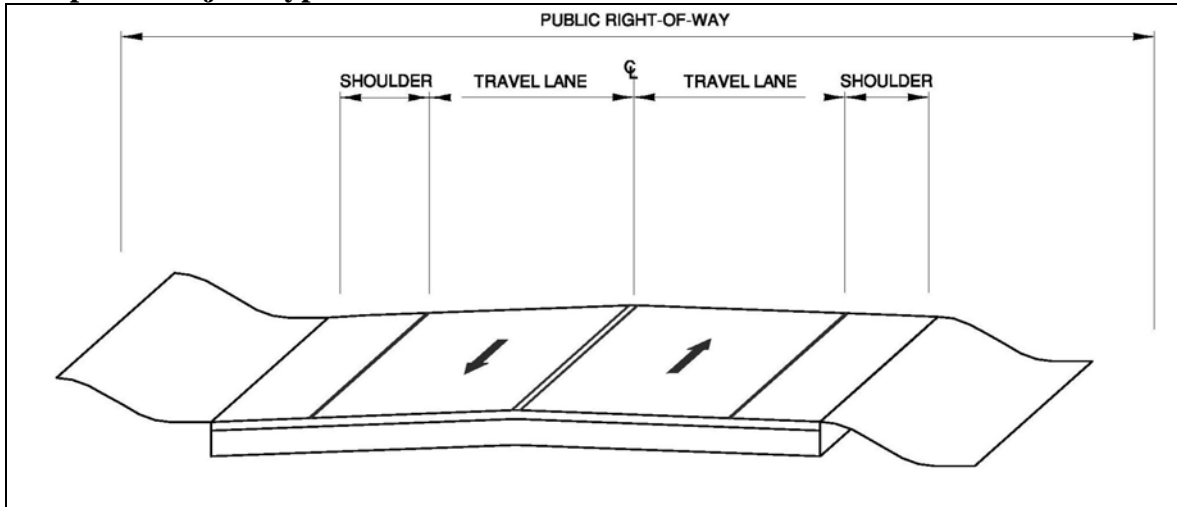
I-5 frontage to Twin Buttes Rd. MP 0.0 to 1.121

Estimated Cost: \$2,530,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$2,300,000	\$230,000	NA		\$2,530,000

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
Franklin Blvd. East		+		+			+				



Frank Parrish Road - Project

Seavey Way to around the loop road

Estimated Cost: \$750,000

PRELIMINARY PROJECT SCOPE: Pave and widen gravel surface road.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	130 (2000)	NA	18	0	Rural Local

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: The road serves the Howard Buford Recreation Area, a 2,218-acre park with features such as equestrian trails, an arboretum, and nature walks. The entrance road is an unimproved gravel surface road.</p>	<p>Proposed Solution: Widen and provide a hard surface roadway to improve access and traffic flow, sensitive to the scenic goals and values of the park.</p>
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Project Status: New project—scheduled in the 06-10 CIP in FY 2007.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Frank Parrish Road - Project

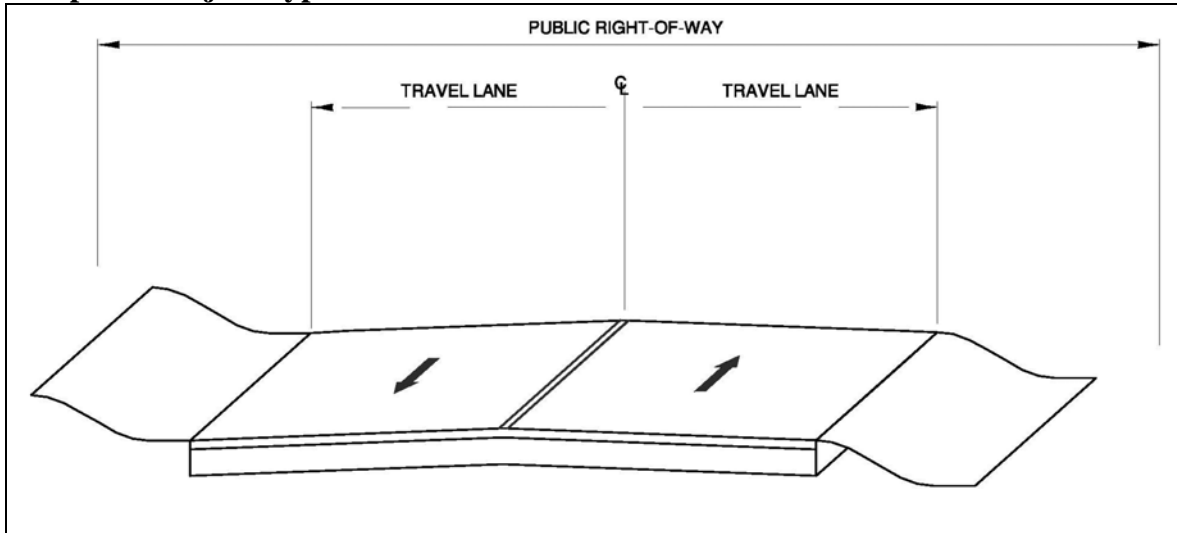
Seavey Way to around the loop road

Estimated Cost: \$750,000

Project Cost Details

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

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
Frank Parrish Road	+							+	++	+	+



Green Hill Road - Project #4270-1

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

Estimated Cost: \$2,200,000

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)



<p>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.</p>	<p>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.</p>
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Project Status: Scheduled in the 06-10 CIP in FY 2008. Originally adopted in 03-07 CIP. This project is part of TransPlan projects #454 and #485 and Lane County TSP projects #10 and #54.

Project Category: 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: \$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

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.

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
Green Hill Road		+		+	+		+		+	+	



Hall Road - Project #3625-3

MP 4.56 to 5.88

Estimated Cost: \$990,000

PRELIMINARY PROJECT SCOPE: Paving gravel portion of the road.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	160 (2002)	NA	18	0	Rural Minor Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: This gravel section is bound by paved surfaces on both ends. Lack of paving on the project section makes it more difficult for maintenance crews to service the road.</p>	<p>Proposed Solution: Pave project limits.</p>
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Project Status: Unscheduled in 06-10 CIP. FY 2007. Originally adopted in the 03-07 CIP. Identified as project #113 in the Lane County TSP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Hall Road - Project #3625-3

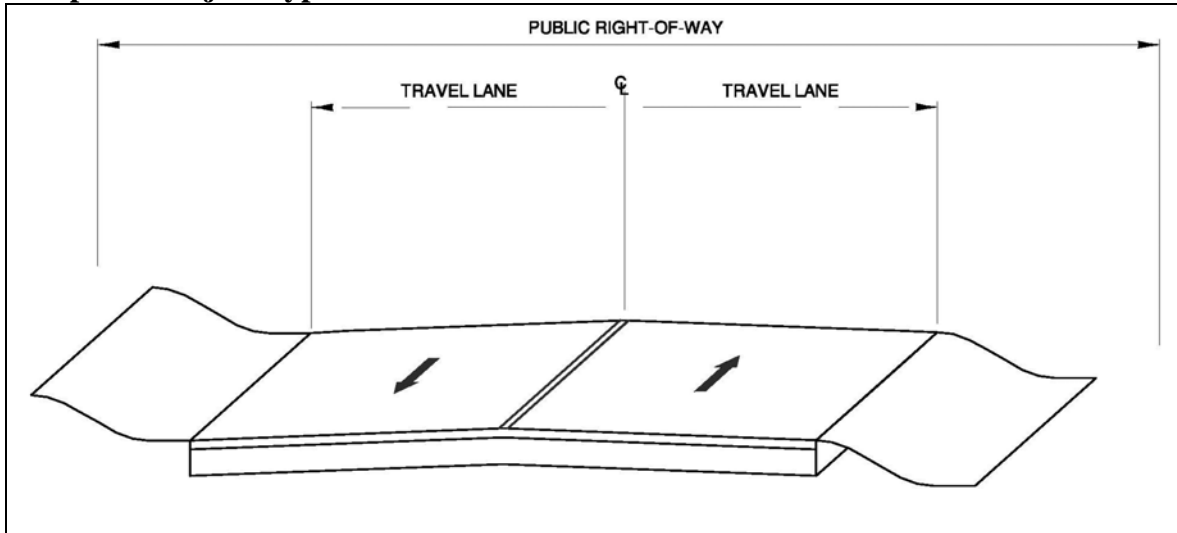
MP 4.56 to 5.88

Estimated Cost: \$990,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$900,000	\$90,000	NA		\$990,000

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
Hall Road	+						+			+	



High Pass Road - Project #3455-4

Hwy. 99 to Oaklea Dr. MP 0.0 to 0.859

Estimated Cost: \$1,892,000

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)



<p>Define the Problem: Relatively narrow road built to rural standards in an area of Junction City where new development is anticipated.</p>	<p>Proposed Solution: Upgrade to County urban standards with curb, gutter, sidewalk, and bike lanes. Need and location of turn lanes to be determined.</p>
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Project Status: Scheduled in the 06-10 CIP in FY 2010. Originally adopted in 05-09 CIP. 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

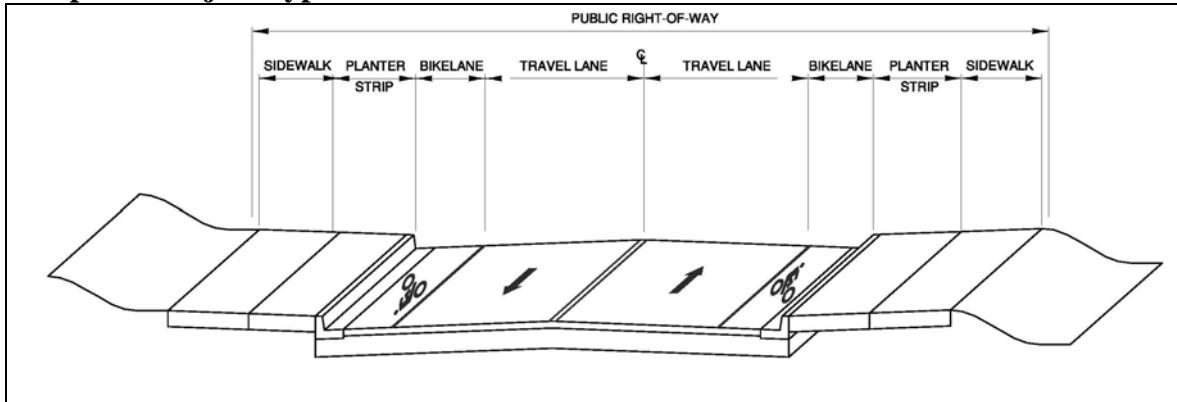
Hwy. 99 to Oaklea Dr. MP 0.0 to 0.859

Estimated Cost: \$1,892,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,720,000	\$172,000	NA		\$1,892,000

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
High Pass Road		+	+	++	+		+			+	



Highway 126 at Deerhorn Road - Project #0899-9

Intersection

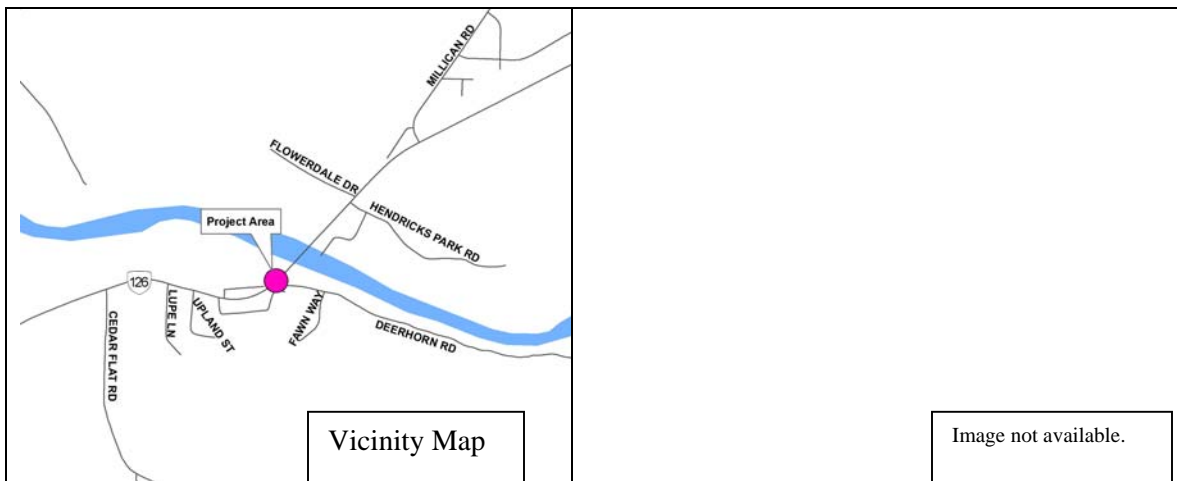
Estimated Cost: \$50,000

PRELIMINARY PROJECT SCOPE: Safety improvements.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions on Deerhorn	1,450 (2001)	83	22		Rural Minor Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Vicinity Map

Image not available.

<p>Define the Problem: Crash fatalities at the intersection have compelled public support for improvements.</p>	<p>Proposed Solution: Contribution of up to \$50,000 of County funds for safety improvements by ODOT at the intersection.</p>
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Project Status: Scheduled in the 06-10 CIP in FY 2006. This is a “committed” project. Originally adopted in the 05-09 CIP.

Project Category: Safety Improvements

Submitted By: Citizens

Roadway Jurisdiction: Oregon Department of Transportation/Lane County

Highway 126 at Deerhorn Road - Project #0899-9

Intersection

Estimated Cost: \$50,000



Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$50,000		NA		\$50,000

Proposed Project Typical Section

Not available.

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
Hwy 126/Deerhorn Road		++			++	+					++



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

I-5 at Pearl St.

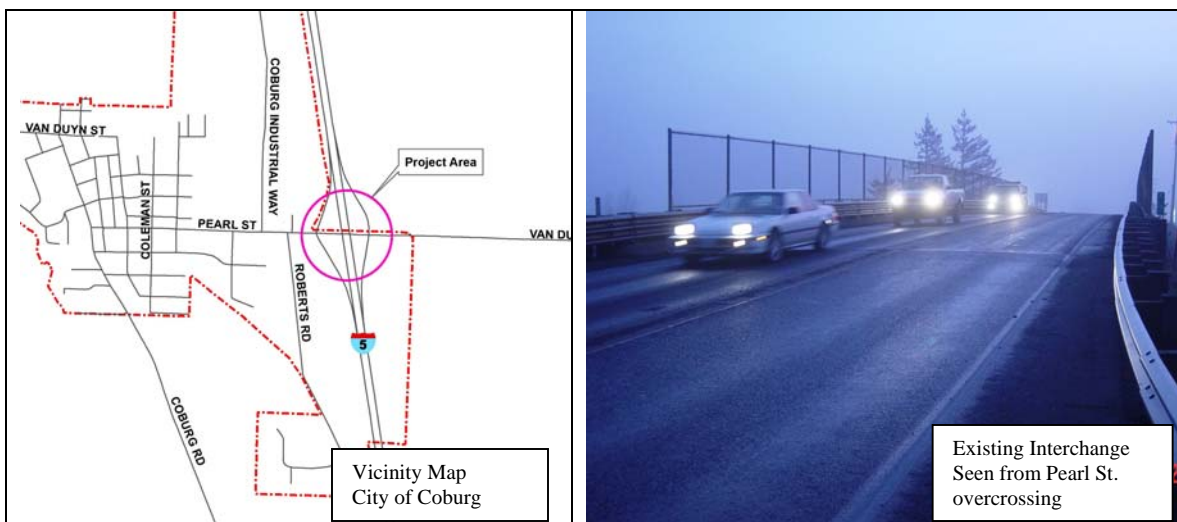
Estimated Cost: \$2,500,000

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)				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: Scheduled in the 06-10 CIP in FY 2006. This is a “committed” project. First adopted in 05-09 CIP. Total cost is \$12.5 million. 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	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
I-5/Coburg Interchange		++	++		++		+	++			



Jasper-Lowell Road - Project #6220-3

Pioneer St. to Dexter Lake MP 10.545 to 11.006

Estimated Cost: \$470,000

PRELIMINARY PROJECT SCOPE: Reconstruct existing improved section.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	2,850 (2001)	55	36	1	Urban Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Pavement structure is not good. City of Lowell is replacing sewer and water lines in conjunction with the reconstruction project.</p>	<p>Proposed Solution: Reconstruct existing improved section with curb, gutter, and sidewalks.</p>
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Project Status: Scheduled in the 06-10 CIP in FY 2006. This is a “committed” project.

Project Category: General Construction

Submitted By: City of Lowell

Roadway Jurisdiction: Lane County



Jasper-Lowell Road - Project #6220-3

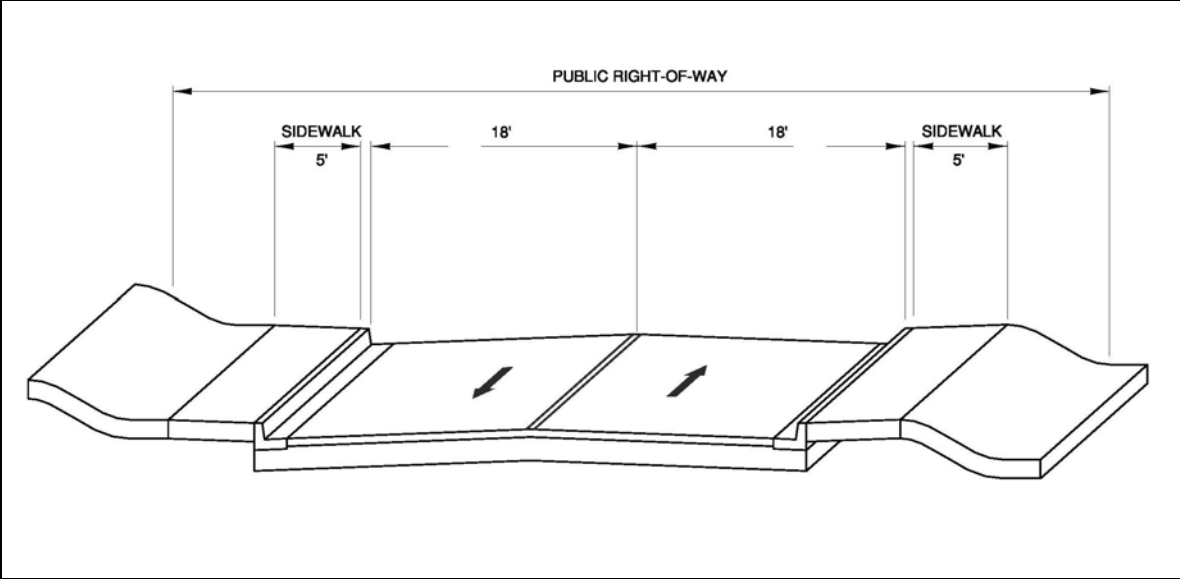
Pioneer St. to Dexter Lake MP 10.545 to 11.006

Estimated Cost: \$470,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$470,000		NA		\$470,000

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
Jasper-Lowell Road	++			+		+				+	+



Jasper Road Extension - Project #1994-2

S. 57th to Jasper Rd.

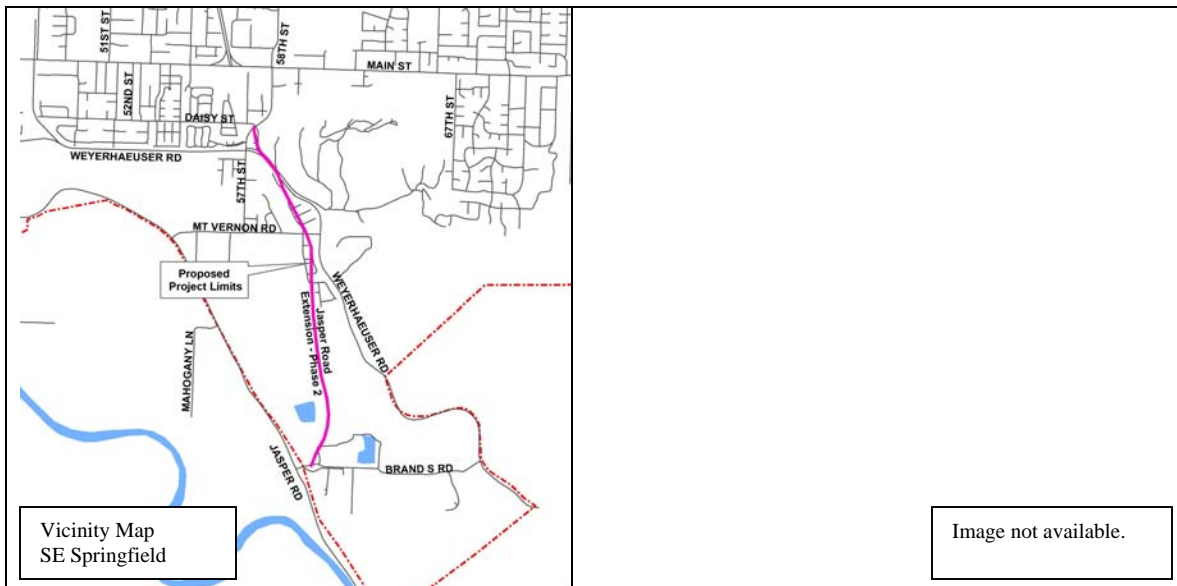
Estimated Cost: \$3,625,000

PRELIMINARY PROJECT SCOPE: Phase 2 construction of a new arterial.

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

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Currently, through traffic must go through the local street network. The first phase of the project was completed in 2004.</p>	<p>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.</p>
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Project Status: Scheduled in the 06-10 CIP in FY 2006. 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: \$3,625,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$3,500,000	\$125,000	NA		\$3,625,000

Proposed Project Typical Section

Typical section will vary, including a two-lane rural cross-section, two-lanes with a raised median, and two-lanes with a center turn lane. Also includes transition section from four-lanes to two-lanes.

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			++	+	++		+	+			+



Latham Road - Project #2699-2

Hwy. 99 to South 6th St. MP 0.0 to 0.965

Estimated Cost: \$580,000

PRELIMINARY PROJECT SCOPE: Addition of paved shoulders to accommodate bike and pedestrian traffic.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	1,850 (2001)	79	30	3	Rural Major Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Road has substandard shoulders and provides access to an elementary school. Significant amount of truck traffic utilizes the road for travel to and from Weyerhaeuser facility. Road is also on the overlay list.</p>	<p>Proposed Solution: Provide wider paved shoulders and overlay to improve conditions for pedestrians and cyclists, namely those traveling on the east half of the project limits to the school.</p>
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Project Status: Unscheduled in 06-10 CIP. FY 2007. First adopted in 04-08 CIP. Identified in Cottage Grove TSP and shown as project #69 in the Lane County TSP.

Project Category: Pedestrian and Bicycle Improvements

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Latham Road - Project #2699-2

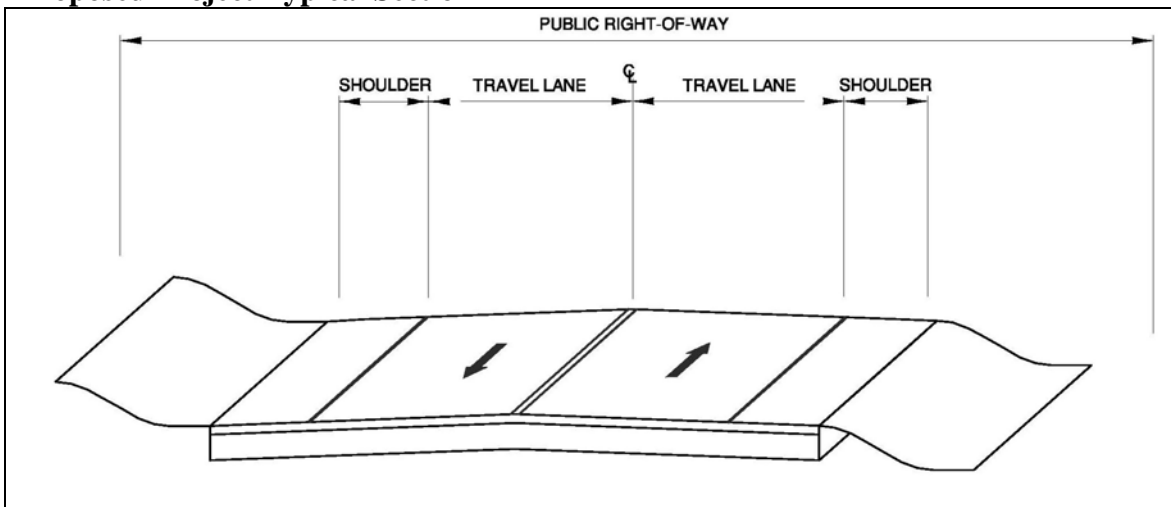
Hwy. 99 to South 6th St. MP 0.0 to 0.965

Estimated Cost: \$580,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$580,000		NA		\$580,000

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
Latham Road	+	+		+			+			+	



Marcola Road - Project #1900-1

Wendling Rd. to Johnson Rd. MP 11.49 to 16.08

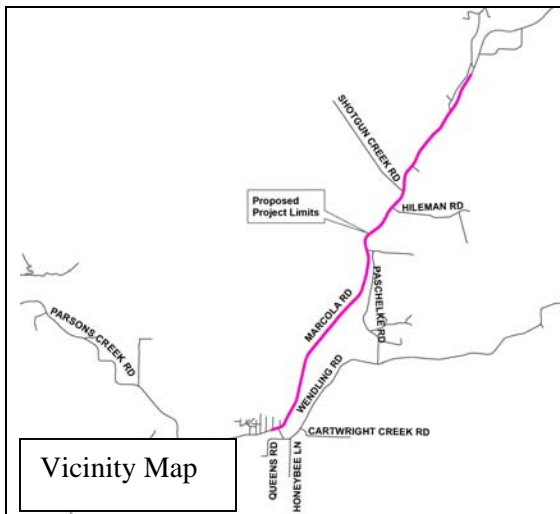
Estimated Cost: \$3,520,000

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

<p>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.</p>	<p>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.</p>
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Project Status: Scheduled in the 06-10 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

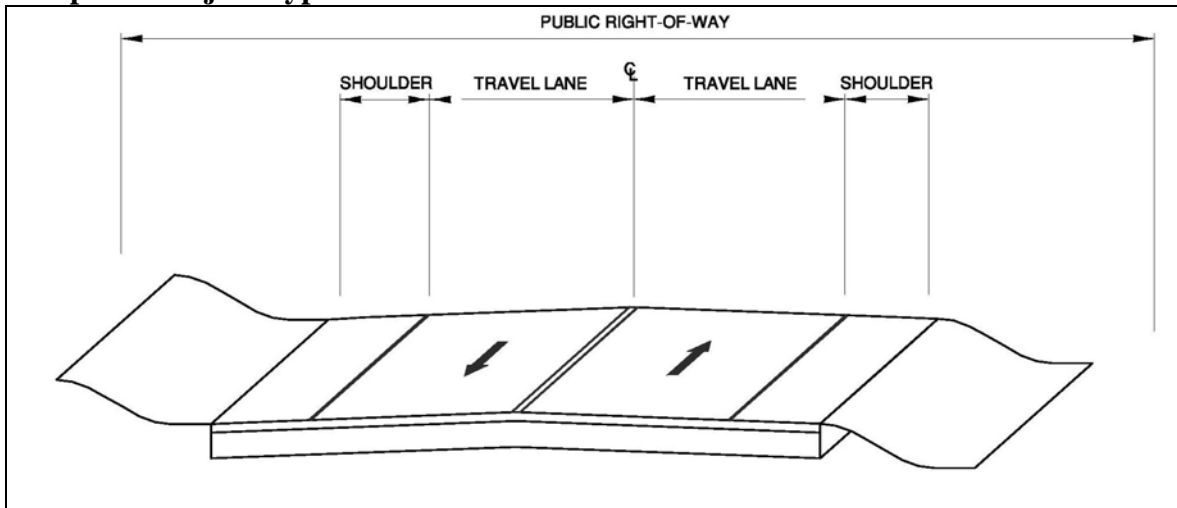
Wending Rd. to Johnson Rd. MP 11.49 to 16.08

Estimated Cost: \$3,520,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$3,200,000	\$320,000			\$3,520,000

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
Marcola Road		++	+	+			+		+	+	+



Martin Creek Road - Project #2270-00

Hwy. 99 to past Burkett Rd. MP 0.0 to 1.191

Estimated Cost: \$990,000

PRELIMINARY PROJECT SCOPE: Improve to rural standards with some realignment.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	320 (2001)	84	18	0	Rural Local

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: Narrow winding road used by dump trucks to access quarry located at end of project limits.</p>	<p>Proposed Solution: Upgrade to County standards to improve safety and sight distance where possible.</p>
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Project Status: Unscheduled in 06-10 CIP. FY 2009. First adopted in 05-09 CIP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Martin Creek Road - Project #2270-00

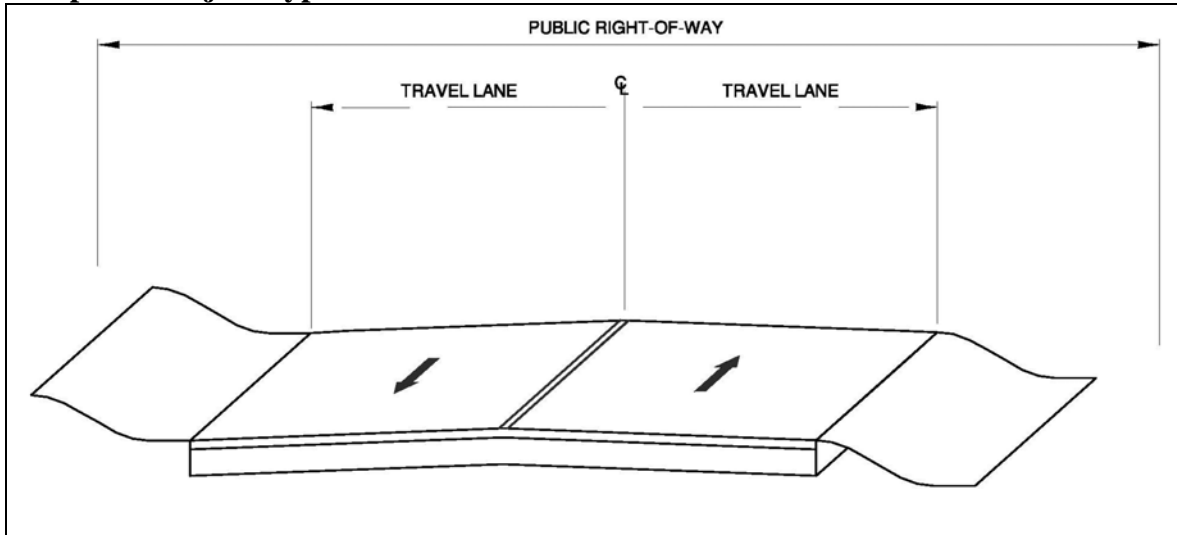
Hwy. 99 to past Burkett Rd. MP 0.0 to 1.191

Estimated Cost: \$990,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$900,000	\$90,000	NA		\$990,000

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
Martin Creek Road		+						+		+	



Royal Avenue - Project #1455-00

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

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	2,950 (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: Unscheduled in 06-10 CIP. FY 2010. First adopted in 01-05 CIP. TranPlan project #481 and Lane County TSP project #53.

Project Category: 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: \$2,200,000

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

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.

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
Royal Avenue	+	+		+			+	+		+	



Sears Road - Project #2410-3

MP 0.62 to Saginaw Rd. East MP 0.62 to 3.24

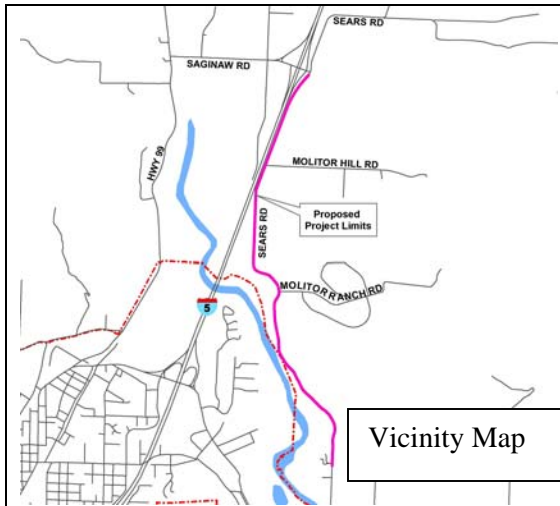
Estimated Cost: \$1,210,000

PRELIMINARY PROJECT SCOPE: Reconstruct to strengthen pavement structure.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	1,300 (2001)	76	22	6	Rural Minor Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Vicinity Map



Existing Road

<p>Define the Problem: The road is load posted due to inadequate pavement structure, limiting truck traffic in this area. The load posting limits the road's utility as a frontage road to I-5 or its use as a possible emergency detour for I-5 between the Cottage Grove and Saginaw interchanges.</p>	<p>Proposed Solution: Reconstruct to County rural collector standards, including adequate pavement design to improve structural integrity.</p>
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Project Status: Unscheduled in 06-10 CIP. FY 2008. Originally adopted in 04-08 CIP. Identified as project #93 in the Lane County TSP.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Sears Road - Project #2410-3

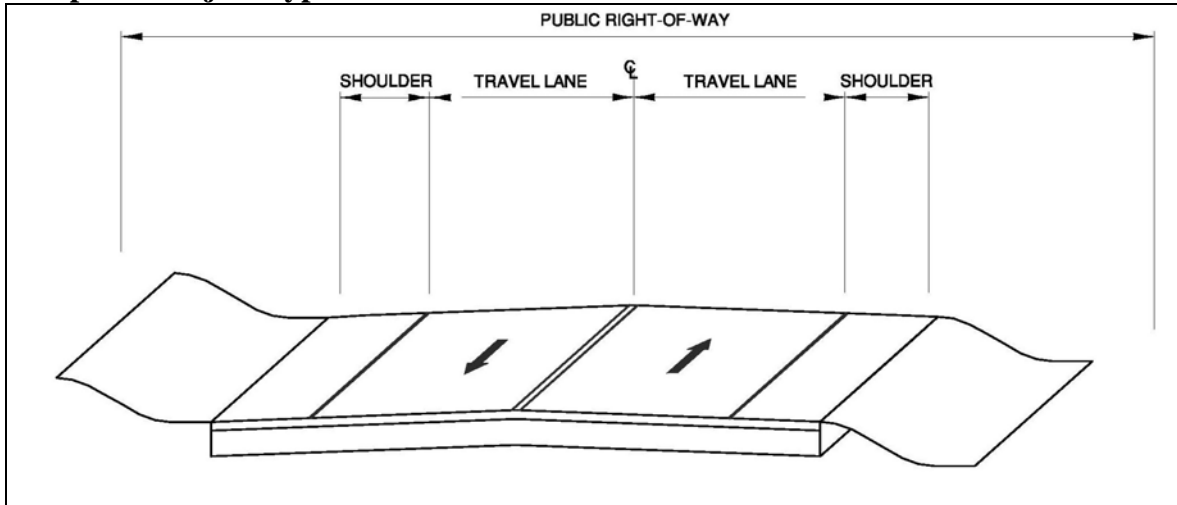
MP 0.62 to Saginaw Rd. East MP 0.62 to 3.24

Estimated Cost: \$1,210,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$1,100,000	\$110,000	NA		\$1,210,000

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
Sears Road	++						+		+	+	



South Jetty Road - Project #5300-1

Hwy. 101 to USFS road MP 0.0 to 0.69

Estimated Cost: \$390,000

PRELIMINARY PROJECT SCOPE: Widen to provide paved shoulders for bike and pedestrian use.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	2,250 (2001)	86	30	0	Rural Minor Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



Define the Problem: S. Jetty Road provides access to the Oregon Dunes National Recreation Area, which is managed by the US Forest Service. The road has substandard shoulders for use as a bikeway.

Proposed Solution: Widen to provide 6' paved shoulders.

Project Status: Unscheduled in 06-10 CIP. FY 2006. First adopted in the 04-08 CIP. Lane County TSP project #133.

Project Category: Pedestrian and Bicycle Improvements

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



South Jetty Road - Project #5300-1

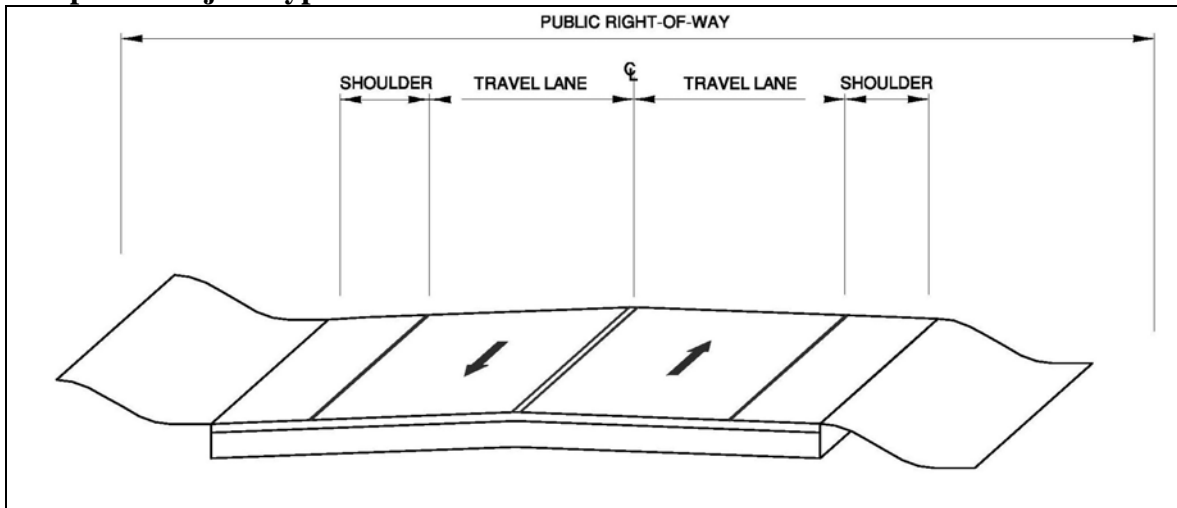
Hwy. 101 to USFS road MP 0.0 to 0.69

Estimated Cost: \$390,000

Project Cost Details

<i>Construction</i>	<i>R/W</i>	<i>Structures</i>	<i>Other</i>	<i>Total</i>
\$390,000		NA	NA	\$390,000

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
S. Jetty Road				+			+		+		



Warthen Road - Project #4024-1

Territorial Hwy. to Knight Rd. MP 0.0 to 4.008

Estimated Cost: \$2,500,000

PRELIMINARY PROJECT SCOPE: Installation of bike/pedestrian facilities.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	2,750 (2001)	77	26	1	Rural Minor Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: In Elmira, road has no bike or pedestrian facilities and has adjacent residential uses and nearby school traffic.</p>	<p>Proposed Solution: Provide adequate bike and pedestrian capacity through addition of paved shoulders or sidewalks.</p>
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Project Status: Unscheduled in 06-10 CIP. FY 2008. First adopted in the 04-08 CIP. Lane County TSP project #114.

Project Category: Pedestrian and Bicycle Improvements

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Warthen Road - Project #4024-1

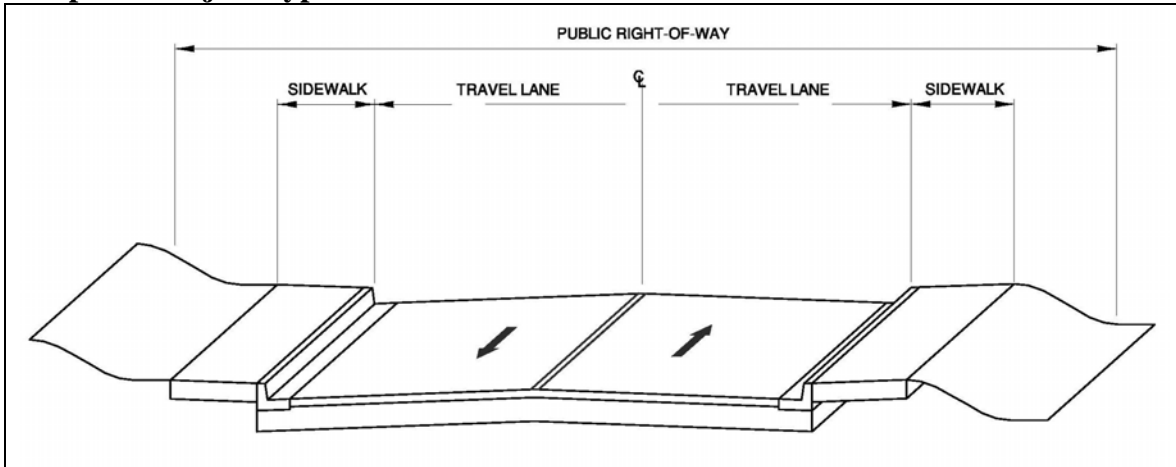
Territorial Hwy. to Knight Rd. MP 0.0 to 4.008

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		NA		\$2,500,000

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
Warthen Road		+		+			+			+	



Wendling Road - Project #1975-2

Marcola Rd. to Paschelke Rd. MP 0.0 to 1.599

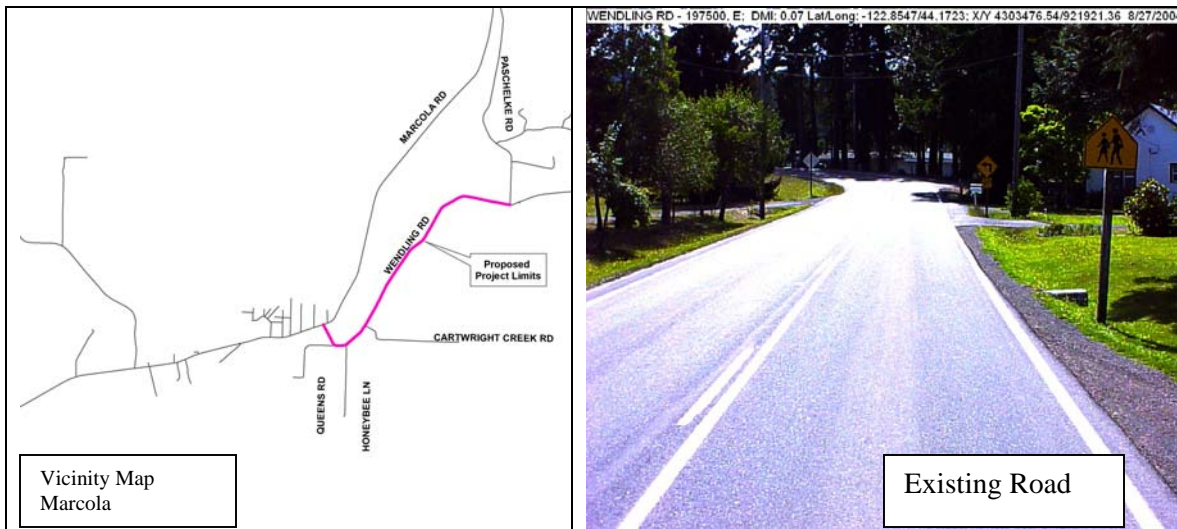
Estimated Cost: \$1,000,000

PRELIMINARY PROJECT SCOPE: Installation of bike/ped facilities.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	1,100 (2001)	89	24	1	Rural Minor Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: The road lacks facilities for bike and pedestrian traffic for access to the local high school.</p>	<p>Proposed Solution: Improve road to include bike/pedestrian facilities. May include addition of paved shoulders or sidewalks or combination thereof.</p>
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Project Status: Unscheduled in 06-10 CIP. FY 2009. First adopted in the 04-08 CIP. Identified in Lane County TSP as project #135.

Project Category: Pedestrian and Bicycle Improvements

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County



Wendling Road - Project #1975-2

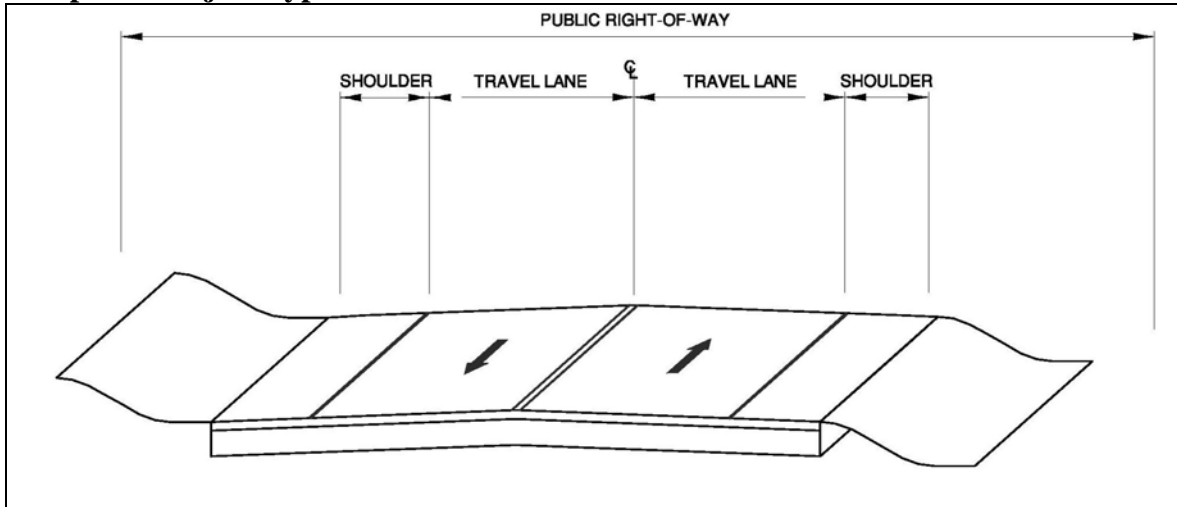
Marcola Rd. to Paschelke Rd. MP 0.0 to 1.599

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.

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
Wendling Road		+		++			+				



West Boundary Road - Project #6270-1

MP 1.67 to Bannister Creek Boat Launch MP 1.7 to 6.4

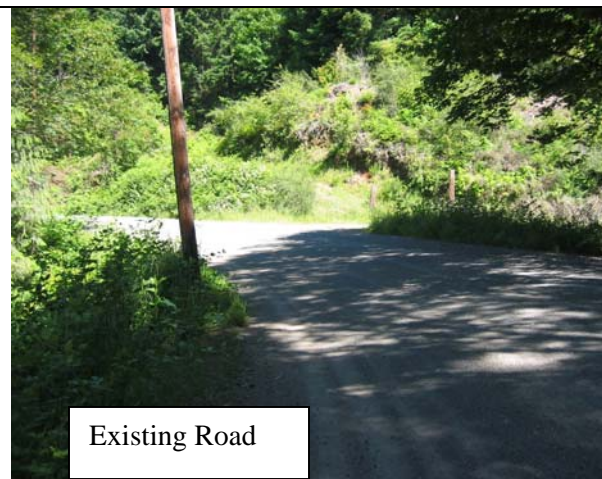
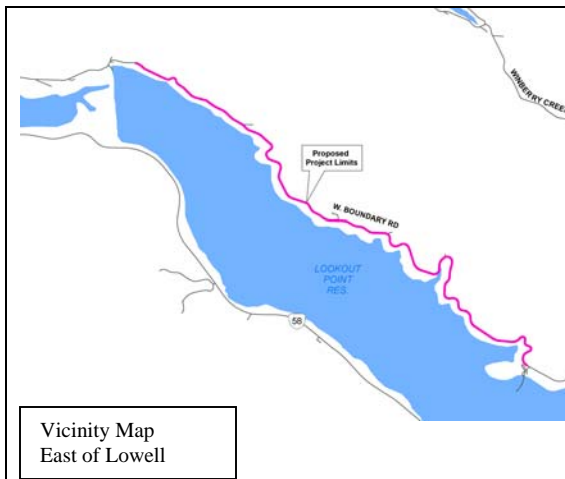
Estimated Cost: \$1,320,000

PRELIMINARY PROJECT SCOPE: Construction of hard-surfaced roadway with spot improvements to achieve minimum design speed.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
Existing Conditions	130 (2001)	NA	16	2	Rural Minor Collector

*Average Daily Traffic

**Pavement Condition Index (1-100)



<p>Define the Problem: This section of West Boundary Road has a gravel surface and lacks safety features like guardrail and improved curve design.</p>	<p>Proposed Solution: Minor widening of the road and application of a triple-shot chip seal to create a hard surface roadway. Also construct spot improvements at selected curves to improve safety and driver expectancy. Project will improve access to the public boat ramp.</p>
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Project Status: Scheduled in the 06-10 CIP in FY 2006. This is a “committed” project. The project will receive partial funding from the federal Forest Highway Enhancement program; this will cover about 23% of the total construction cost. Lane County TSP project #131.

Project Category: General Construction

Submitted By: Lane County Public Works

Roadway Jurisdiction: Lane County