BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDER NO: 18-05-15-06

IN THE MATTER OF ADOPTING THE LANE COUNTY ROAD & BRIDGE CAPITAL IMPROVEMENT PROGRAM FOR FISCAL YEARS 2018/19 THROUGH 2022/23

WHEREAS, the Lane County Board of Commissioners adopted a process for biennial review and development of a Road & Bridge Capital Improvement Program (CIP) as specified in Lane Manual (LM) 15.575; and

WHEREAS, a recommended Lane County Road & Bridge CIP for Fiscal Years 2018/19 through 2022/23 (FY 2018/19 – 2022/23 Road & Bridge CIP) was developed following the adopted process per LM 15.575, which included staff analysis, public input, a public hearing by the Transportation Advisory Committee (TrAC) (formerly entitled Roads Advisory Committee) on March 20, 2018, and the TrAC's recommendation to adopt the FY 2018/19 –2022/23 Road & Bridge CIP at such hearing; and

WHEREAS, the subsequent Federal Fiscal Year 2018 Omnibus Bill—signed March 23, 2018—made additional, one-time, Secure Rural Schools (SRS) funding available to the Lane County Road Fund in the amount of approximately $9.43 million, a portion of which was allocated to capital projects; and

WHEREAS, the Lane County Board of Commissioners held a public hearing on May 15, 2018 on the recommended FY 2018/19 – 2022/23 Road & Bridge CIP; and

WHEREAS, the Lane County Board of Commissioners discussed and considered public testimony, staff analysis, and the recommendation of the TrAC;

NOW, THEREFORE, the Board of County Commissioners of Lane County hereby **ORDERS** as follows:

1. That the FY 2018/19 –2022/23 Road & Bridge CIP, attached hereto (Exhibit A), be adopted.

2. That the County Administrator be delegated authority to execute all contracts and agreements with terms of ten years or less that implement the FY 2018/19 – 2022/23 Road & Bridge CIP.

3. That staff pursue all necessary actions to ensure timely construction of projects scheduled for Fiscal Year 2018/19.

4. That staff perform preliminary design activities, acquire right-of-way, and prepare the planning actions and permit applications necessary to ensure that projects scheduled for Fiscal Years 2018/19 through 2022/23 remain on schedule.

5. That the cost of such actions and preparations, including any damages, be paid from the County Road Fund or in any manner permitted by law as authorized by the Department of Public Works or as further authorized by the Lane County Board of Commissioners.

ADOPTED this 15th day of May, 2018.

Jay Bozievich

Jay Bozievich, Chair
Lane County Board of Commissioners

LANE COUNTY ROAD & BRIDGE CAPITAL IMPROVEMENT PROGRAM

FY 2018/19 – 2022/23

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ADOPTION

On March 20, 2018, the Lane County Transportation Advisory Committee (TrAC) recommended that the Lane County Board of Commissioners adopt the County Road Fund portion of the Lane County Road & Bridge Capital Improvement Program for Fiscal Years 2018/19 through 2022/23. This CIP was prepared in conformance with Oregon Revised Statutes (ORS) 279C.305: Least-cost policy for public improvements; cost estimates in budget process; use of agency force; and record of costs. ORS 279C.305 requires a local agency adopt its CIP 30 days prior to budget adoption. This publication becomes effective Fiscal Year 2018/19, which begins July 1, 2018.

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ONLINE PUBLICATION

This publication is available on the Lane County Transportation Planning website at:
https://lanecounty.org/cms/one.aspx?portalId=3585881&pageId=4213801

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CONTENTS

LIST OF TABLES

LIST OF FIGURES

LIST OF ACRONYMS

This document contains the following list of acronyms:

AASHTO	American Association of State Highway and Transportation Officials
AC	Asphalt Concrete
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ARRA	American Recovery and Reinvestment Act
ARTS	All Roads Transportation Safety
BCC	Board of County Commissioners
BLM	Bureau of Land Management
CIP	Capital Improvement Program
ECS	Engineering & Construction Services
FAST	Fixing America's Surface Transportation
FLAP	Federal Lands Access Program
FHWA	Federal Highway Administration
FY	Fiscal Year
HB	House Bill
LCPW	Lane County Public Works
LHBP	Local Highway Bridge Program
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Central Lane Metropolitan Planning Organization
MTIP	Metro-area Transportation Improvement Program
NBIS	National Bridge Inventory System
NHCBP	National Historic Covered Bridge Preservation
ODOT	Oregon Department of Transportation
ODFW	Oregon Department of Fish and Wildlife
ORS	Oregon Revised Statutes
PCI	Pavement Condition Index
PE	Preliminary Engineering
PED	Pedestrian
PMP	Pavement Management Program
RM	Road Maintenance
SB	Senate Bill
SFLP	State-Funded Local Project
SRS	Secure Rural Schools and Community Self-Determination Act 2000
STBGP	Surface Transportation Block Grant Program
STP-U	Surface Transportation Program-Urban (for Metro Area)
STIP	State Transportation Improvement Program
TCSP	Transportation Community and System Preservation Program
TE	Transportation Enhancement
TrAC	Transportation Advisory Committee
TSP	Transportation System Plan
USACE	United States Army Corps of Engineers
USFS	United States Forest Service
WFL	Western Federal Lands Highway Division

I. EXECUTIVE SUMMARY

The Lane County Road & Bridge Capital Improvement Program for Fiscal Years (FYs) 2018/19 through 2022/23 ("FY 2018/19 – 2022/23 Road & Bridge CIP," "Road & Bridge CIP," "CIP") is a five-year planning document that identifies potential transportation projects that may be publicly bid for construction during a five-year planning period. This CIP is representative of the County's financial projections, external funding opportunities, road maintenance needs, and public input. This CIP also serves as the Lane County Public Works Department's (LCPW's) expense plan for transportation infrastructure, as the expenses identified are consistent with the Department's financial plan for the Lane County Road Fund.

Beginning in the spring of 2017, LCPW assessed the County's projected financial position for the five-year period covered by this update to the Road & Bridge CIP. A drastic shift from the content of the discussions held in 2017 as compared to earlier years is the result of a substantially different funding context.

Recent CIP updates faced continued reductions in funding due to historic, heavy reliance on federal Secure Rural Schools and Community Self-Determination Act (SRS) funding. The FY 2016/17 – 2020/21 CIP authorized County projects totaling $15M worth of improvements. By comparison, $107M in funding was available to Lane County for capital improvements in 2005.

The recent passage of Keep Oregon Moving (HB2017) secured an estimated $82M for Lane County's transportation improvement projects over a ten-year period. This CIP will use a portion of this funding to improve Lane County's transportation infrastructure. Other anticipated funding from external sources informed LCPW's 2017 assessment of its financial position. Upon evaluating the County's transportation needs against potential resources available to the FY 2018/19 – 2022/23 Road & Bridge CIP, LCPW identified an opportunity to not only continue with additional maintenance and preservation projects but to reintroduce general construction, safety upgrades, and other projects into this CIP as compared to recent CIPs. Together, the projects in the FY 2018/19 – 2022/23 Road & Bridge CIP:

- Uphold maintenance and preservation as high priorities;
- Commit to projects identified in previous CIP cycles that require completion;
- Reflect many of the needs identified in the 2017 Lane County Transportation System Plan (TSP) and 2017 Transportation Safety Action Plan (TSAP) with 11 projects that are TSP-identified projects and 15 projects that directly implement principles of the TSAP (though all CIP projects contribute to improving the safety of Lane County's infrastructure); and,
- Represent an increase of 38 projects with the additionally anticipated funding received between FY 2018/19 and 2022/23. The program includes 43 projects, which fall into one or more of five categories: **(1)** Paving; **(2)** Bridges & Structures; **(3)** Right-of-Way; **(4)** Infrastructure Safety Improvements; and, **(5)** General Construction.

Section 7, beginning on page 14, provides information about each project's location, scope of improvements, and estimated costs. Collectively, Lane County anticipates spending $65M for capital improvement projects under the program. Notwithstanding the funds received for Territorial Highway, this five-year update cycle allocates the majority of the $65M ($31.2M) toward the maintenance and preservation needs that the County was unable to address as part of previous CIPs due to funding shortages.

This $65M is an increase in financial resources of nearly $42M (180%) from the previous CIP. Approximately $26M of the $65M represent the net cost to the County for the FY 2018/19 – 2022/23 Road & Bridge CIP. Though the overall dollar amount allocated to this CIP from the Road Fund is greater than the amount in the FY 2016/17 – 2020/21 CIP ($15M), the proportional cost to Lane County's Road Fund in this CIP update cycle is less as compared to the previous FY 2016/17 – 2020/21 CIP.

As with the previous CIP, this CIP will primarily support pavement preservation with 35.96% of the allocated funds being directed toward "Paving" projects. Unlike the previous CIP, more resources will be directed toward other categories of work. This CIP will allocate 11.94% ($7.8M) toward "Bridges & Structures;" 7.08% ($4.6M) toward "Infrastructure Safety Improvements;" 13.75% ($8.9M) toward "General Construction;" 0.16% ($0.1M) toward "Right of Way;" and 31.11% ($20.2M) toward Territorial Highway improvements.

Lane County recently became an ODOT-Certified Local Agency, which will enable the County to design these projects, conduct the solicitation process for bidding these projects, and construct federally-funded public improvements. This Local Agency Certification will also strengthen the County's ability to compete for grant monies and improve efficiency in project delivery.

Some of the above allocations will support the local matches required to help secure additional funding through external sources (e.g., grant monies). A portion of the funds for pavement preservation, structural repair, and safety improvements are the result of collaboration with agency partners, which allowed Lane County to secure external funding as part of the $65M CIP package. These leveraged funds are expected to bring in an additional $39M (Table 13, page 25).

This anticipated revenue—notably from HB2017—over the next ten years will allow Lane County to continue increase its investment in its transportation infrastructure above recent capabilities, particularly in safety improvements and active transportation. These investments are expected to preserve the serviceability and improve the mobility of Lane County's transportation system. Along with the funds received from HB2017 and the funds received with the jurisdictional transfer of Territorial Highway to Lane County from ODOT, additional sources of external funding include distributions from the Federal Lands Access Program (FLAP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) grants, Statewide Transportation Improvement Program (STIP) funding, SRS funding, and State-administered revenue.

The Lane County Transportation Advisory Committee (TrAC) reviewed the list of CIP projects for FY 2018/19 – 2022/23 at a January 24, 2018 meeting and conducted a public hearing regarding the draft CIP on March 20, 2018. At the March 20 hearing, the TrAC recommended that the Lane County Board of Commissioners (BCC) adopt the County Road Fund portion of the FY 2018/19 – 2022/23 Road & Bridge CIP.

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II. INTRODUCTION

Lane County is committed to ensuring the well-being of its current and future community members. This commitment involves Lane County's effort to continually identify opportunities to deliver services that result in safety, health, and economic security. Relatedly, a component of LCPW's work to fulfill its mission: "maintain and enhance the livability and sustainability of Lane County's natural and built environments by providing safe and cost effective public infrastructure and related services" is to prepare biennial updates to its CIP.

Updates to this CIP require an inventory and assessment of Lane County's public infrastructure such as roads and bridges to identify how these particular assets can be maintained, replaced, and/or upgraded. Maintenance and repair to the road and bridge system includes surface and shoulder maintenance, drainage improvements, vegetation management, guardrail repair, signing, striping, pavement marking, and signal maintenance.

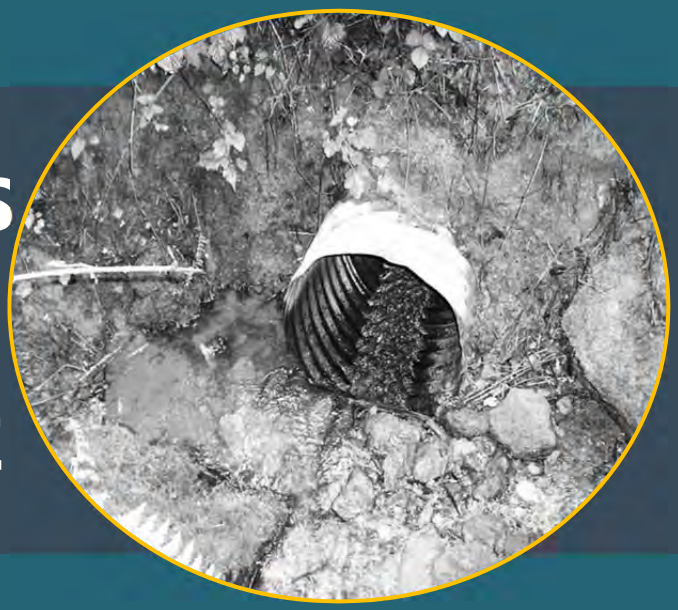
Lane County's road system also needs major improvements beyond regular maintenance and repair. Examples of major improvements to the road system that are candidates for inclusion in this CIP include added sections of road, roadway widening, new bike lanes, and new and improved sidewalks. General construction, bridge structures, safety improvements, and pavement overlays involve a significant expenditure of Road Funds.

This CIP document is a planning tool that describes the County's five-year transportation-focused program for capital improvements. Per Lane Manual, the program requires periodic updates to allocate limited financial resources to the projects that provide the greatest benefit for improving the safety and effectiveness of how people—and the multiple modes they use—travel throughout Lane County. This five-year program identifies projects, their funding sources, and the estimated schedule for project delivery and completion.

Important considerations in preparing CIPs are organizational efficiency and project effectiveness in the public realm. The projects contained in this CIP will affect Lane County's internal operations and will result in external, tangible improvements to Lane County's infrastructure. For example, this 43-project Road & Bridge CIP update presents an increase of 38 projects (760%) as compared to the update to the CIP that occurred in 2016 for FY 2016/17 – 2020/21. Accordingly, this CIP is the result of great attention to scheduling projects according to the feasible allocation of staff and other resources involved in the design, bidding, and inspection of County projects. The funds identified in each CIP update must also align with LCPW's annual budget and represent coordination between engineering, management, planning, and administrative staff. Additionally, the projects and funds identified in the CIP are reference guides for the future administration of project contracts and are resources potential grant applications.

Externally, Lane County allocates resources to construct major upgrades to its public infrastructure through LCPW's Road & Bridge CIP in accordance with Lane Manual Chapter 15. To ensure transparency and accountability, Lane Manual Chapter 15 specifically requires that this CIP prioritize public involvement as part of the planning process. The fundamental purpose of this CIP is to provide information about locally significant, relevant construction projects that respond to Lane County's current needs and priorities and its communities' future needs and priorities as they evolve. Accordingly, the projects in this CIP not only build on coordination between Lane County's divisions but reflect the TSP; the TSAP; and input from the TrAC, BCC, and other members of the public.

III. CURRENT CONDITIONS OF LANE COUNTY'S INFRASTRUCTURE



Lane County currently maintains 1,436 miles of public roadway and 415 public bridges. Fifty-four percent (54%) of Lane County's road network is comprised of collector and arterial roads. These roads carry more vehicular traffic and freight than do local roads. Accordingly, they require frequent maintenance.

As shown in Tables 1 and 2 (page 3), approximately 187 miles (13%) of the County's roadways are classified as urban roads. Of these urban roadway miles, approximately 43 miles (3%) are located within city limits. When funding is available, the Road & Bridge CIP may prioritize urban improvement projects given Urban Arterial and Collector Roads' capacity to carry greater volumes of daily traffic and their connection to more densely-populated areas.

Of equal importance are rurally-classified County roads. The design of these roads must account for the wide array of uses they accommodate to ensure that they will function safely. These roads are often associated with higher speeds and can have features (e.g., curves, hills) that compromise safety. Like urban roads, rural roads provide routes to residents' homes and provide connectivity between homes and commercial areas. Rural roads offer unique opportunities for recreation and can serve as direct links to national forests within Lane County. Approximately 200 of Lane County's roadway miles access federal lands, which serve logging and recreational purposes. The Western Federal Lands Highway Division (WFL) provides funding to help offset the ongoing maintenance costs of repairing and improving these roads that access these federal resources.

TABLE 1: ROAD INVENTORY[a]

FUNCTIONAL CLASS	TOTAL MILES	PERCENT	PAVEMENT TYPE		
			AC	OIL MAT	GRAVEL
Rural Local	539.3	37.6%	188.8	260.3	90.21
Urban Local	118.0	8.2%	108.5	9.0	0.6
Rural Minor Collector	363.4	25.3%	203.1	91.7	68.5
Urban Minor Collector	15.3	1.1%	15.3	-	-
Rural Major Collector	148.1	10.3%	136.6	11.5	-
Urban Major Collector	25.9	1.8%	25.6	0.3	-
Major Collector (Fed.)	181.9	12.7%	181.9	-	-
Rural Minor Arterial	16.9	1.2%	16.9	-	-
Urban Minor Arterial	20.1	1.4%	20.1	-	-
Urban Principal Arterial	7.3	0.5%	7.3	-	-
TOTAL	**1436.2**	**100%**	**904.1**	**372.8**	**159.3**

TABLE 2: COUNTY ROADS INSIDE CITY LIMITS

LOCATION	TOTAL MILES	PAVEMENT TYPE			
		AC	OIL MAT	CONCRETE	GRAVEL
Outside City	1393.4	864.3	370.0	-	159.2
Coburg	2.1	2.0	0.1	-	-
Cottage Grove	0.7	0.4	0.2	-	-
Creswell	0.3	0.04	0.3	-	-
Dunes City	4.6	3.1	1.3	-	0.1
Eugene	18.0	18.0	0.04	-	-
Florence	2.5	2.3	0.3	-	-
Junction City	3.7	3.6	0.1	-	-
Lowell	2.5	2.5	-	-	-
Oakridge	2.4	2.2	0.3	-	-
Springfield	2.4	2.2	0.2	-	-
Veneta	0.7	0.7		-	-
Westfir	2.9	2.9		-	-
TOTAL	**1436.2**	**904.2**	**372.8**	**-**	**159.3**

The Pavement Management Program (PMP) assesses the pavement condition of County roads. The PMP process visually inspects pavement for cracks, ruts, and deformations. The PMP software converts these visual qualities into an index on a scale of 0 to 100, with scores closer

[a] As of January 2018.

to 100 indicating higher quality pavement. In most cases, the Pavement Condition Index (PCI) guides priorities for pavement preservation.

All 415 County-owned bridges are inspected periodically under ODOT's bridge inspection program, which uses the National Bridge Inventory System (NBIS). The NBIS informs local agencies about bridges that need attention. The overall physical condition of a bridge is expressed in terms of a "sufficiency rating[b]" on a percentage scale of 0 to 100. A sufficiency rating of 50 or less is considered "poor." Poorly-rated bridges are candidates for bridge replacement or rehabilitation and are weight-limited or closed. Bridges with a "fair" rating (51 to 80) may receive preventative maintenance with minor repairs.

TABLE 3: BRIDGE INVENTORY[c]

BRIDGE MATERIAL/CONSTRUCTION	QUANTITY	RESTRICTED WEIGHT OR WIDTH	CLOSED
Concrete	4	3	-
Continuous Concrete	29	6	-
Steel	3	1	-
Continuous Steel	1	-	-
Pre-Stressed Concrete	357	4	-
Continuous Pre-Stressed Concrete	6	1	-
Wood/Timber	15	15	-
TOTAL	**415**	**30**	**-**

The funds identified in this CIP provide opportunities to complete the major maintenance and preservation projects for the roads and bridges in Lane County's transportation system. The Paving category and Bridges and Structures category contain projects that primarily preserve existing infrastructure. The Bridges and Structures category also includes projects that constitute more extensive upgrades as does the General Construction category. Pages 14 and 15 contain a complete description of all five project categories.

Recently adopted CIP updates identified federal funding as the primary funding mechanism for maintaining County roads and bridges. The FY 2016/17 – 20/2021 CIP acknowledged the diminished emphasis on bridge replacements due to the uncertainty of federal funding cycles. When funding sources were robust, greater opportunity existed for bridge replacements and improvements. In 2013, 56 bridges under Lane County's jurisdiction had a "fair" sufficiency rating as compared to 104 bridges in 2015. The most recent data (2017) provided by ODOT revealed that this number increased to 109 bridges. As noted in a 2017 audit of Lane County's road and bridge conditions, recent funding and preservation levels fell short of what is needed to protect these assets. This CIP allocates $7.77M toward bridge and structural improvements. The following section discusses the County's sources of funding.

[b] Sufficiency ratings differ from NBI condition ratings, which range from 9 ("excellent") to 0 ("failed").
[c] As of January 2018.

IV. FUNDING SOURCES

FEDERAL REVENUE

Much of the land in Lane County is federally-owned forest land. Historically, timber harvests on federal lands generated revenue for Lane County—of specific significance to the CIP was funding allocated toward the Lane County Road Fund. Timber harvests on federal forest lands and associated revenues declined significantly in the early 1990s. To address this decline, Congress enacted legislation that provided a guaranteed minimum payment if revenues dropped below a predetermined level. The Secure Rural Schools and Community Self-Determination Act of 2000 (SRS) modified and extended this guarantee. Under this legislation, the County anticipated receipt of steady annual payments from the Federal Government until 2006.

When the SRS expired in 2006, Congress extended the Bill to 2007. In October 2008, legislation again reauthorized SRS funding with a modified "step-down" payment plan. The plan distributed 90% of the 2006 payment level, followed by 90% of the prior year in each successive year until County FY 2011 when the final payment per the agreement in this plan was $7.61M. In 2012, congress passed a one-year reauthorization of SRS through Federal FY 2013, which resulted in a payment of $7.28M. Congress passed yet another extension in October 2013.

Lane County's FY 2010/11 – 2020/21 CIPs responded to the diminishing SRS funding trend and transfers from the Road Fund by aggressively scaling back its capital construction projects to instead emphasize maintenance, rehabilitation, and safety projects as the highest priorities. Today, SRS funding is no longer considered an ongoing funding source for the CIP. However, the Consolidated Appropriations Act (an omnibus bill) signed on March 23, 2018 reauthorized SRS funding for a two-year period. Lane County will receive $9.4M, a portion of which will be dedicated to this CIP. Table 4 (page 6) shows the timeline of SRS payments to the Road Fund.

In 2007, Douglas and Lane Counties received legislative approval to expend County Road Fund monies from the United States Forest Service (USFS) for the patrolling of County roads by county law enforcement officials (SB808). This authorization had a January 2, 2014 sunset provision. The sunset date is currently removed from this legislation, which allows all Oregon counties to use USFS revenue for patrol and patrol support services thus impacting the availability of Road Fund dollars.

TABLE 4: HISTORY OF SRS FUNDING FOR LANE COUNTY (2002-2018)

FISCAL YEAR	NET SRS AVAILABLE TO ROAD FUND ($MILLIONS)	REMARKS
2002-03	$19.36	
2003-04	$19.60	
2004-05	$19.80	
2005-06	$20.33	
2006-07	$20.53	SRS 2000 expires.
2007-08	$20.57	SRS extended one year. SB 808* passed allowing road fund transfer for law enforcement patrols until 2014.
2008-09	$17.83	SRS reauthorization with 90% step-down.
2009-10	$16.32	Step-down 90% of previous year.
2010-11	$14.30	Step-down 90% of previous year.
2011-12	$4.78	Final payment under 2008 reauthorization. SB 443** passed extending sunset of road fund transfers to law enforcement patrols until 2016.
2012-13	$4.51	SRS one-year reauthorization payment.
2013-14	$3.06	SRS one-year reauthorization payment during fed. FY 14.
2014-15	$3.87	Two-year Federal reauthorization payment. SB 26*** passed eliminating sunset provisions of road fund transfers to law enforcement patrols. SRS no longer viewed as operational revenue.
2015-16	$6.62	Final reauthorization payment under 2014 legislation. SRS viewed as one-time money for budgeting purposes. Future federal funding uncertain.
2018-19	$9.4	Two-year Federal reauthorization payment per the 2018 Consolidated Appropriations Act (an omnibus bill). SRS funding is considered one-time funding (i.e., not operational revenue) due to the uncertainty of future federal funding.

FEDERAL AID PROGRAMS

In addition to federal County payments under SRS, the County received federal funds through several federal aid programs created under previous legislation (e.g., Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users [SAFETEA-LU] and Moving Ahead for Progress in the 21st Century [MAP-21]). Some of the programs the County historically received federal funding for include: Surface Transportation Program-Urban (STP-U), Local

Highway Bridge Program (LHBP), the National Historic Covered Bridge Preservation (NHCBP) program, Transportation Enhancement (TE), and the Forest Highway Program. The majority of these federal programs, such as the NHCBP, require a non-federal dollar match, typically 10.27% of the total project cost.

In December 2015, the most recent federal Transportation Bill, Fixing America's Surface Transportation (FAST) Act, was signed into law. The FAST Act provides five years of stable federal transportation funding for State and local governments. It also represents the first long-term, comprehensive surface transportation policy proposal since the 2005 SAFETEA-LU, which authorized Federal highway, highway safety, transit, and rail programs for five years from federal FY (FFY) 2016 – 2020. The former Act, MAP-21, initially provided only two years (FFY 2013) of federal transportation funding and was then followed by several extensions until the recent passage of the FAST Act. Under the new Act, the former Surface Transportation Program (STP)—one of the core Federal-aid Highway Program categories—is now known as the Surface Transportation Block Grant Program (STBGP).

The FAST Act authorizes $305B from both the Highway Trust Fund (HTF) and the General Fund of the US Treasury. It provides $225B in HTF contract authority over five years for the Federal-aid Highway Program, increasing funding from $41B in 2015 to $47B in 2020. The increase in funding under the FAST Act is relatively modest. While stability will aid in developing a long-term capital program, this funding will not significantly address bridge or pavement needs on the aging County highway system and will fail to cover the shortfalls of the County Road Fund. This deficit represents a similar pattern across the United States. The deficiencies in the quality of existing infrastructure around the United States far exceed the funding that is currently available to adequately respond to necessary improvements. Funding programs have become more competitive with often higher local match requirements, which make it difficult to keep up with the ever-growing need. Small, rural communities are often placed at a disadvantage to compete for competitive funding due to a lack of resources for funding required local matches.

TITLE II FUNDS

SRS created Title II Funds that provided resources to improve watersheds to enhance fish and wildlife habitat, to reduce the risk of catastrophic wildfires, and to provide resources for similar projects on federal land. In the past, the County received a portion of such funds for fish passage projects on County roads. Without the reauthorization of SRS funds in the previous CIP update, these funds were unavailable. As previously noted, the Consolidated Appropriations Act (an omnibus bill) reauthorized SRS funding for a two-year period.

OTHER FEDERAL FUNDS

Previous Lane County CIPs successfully leveraged federal grants such as: access to Federal Highway-Rail Crossing Program Section 130 funds; participation in the American Recovery and Reinvestment Act (ARRA) of 2009 economic stimulus package; and, continued exploration of federal funding for transportation projects under the FAST Act.

STATE REVENUE

State highway user fees consist of state motor fuel taxes, 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 local government agencies after debt servicing based

upon applicable ORS sections. The approximate distributions are as follows: 50% to state, 30% to counties, and 20% to cities. The County portion is distributed to all counties based on the ratio of registered vehicles to the statewide total. Oregon HB2001, passed in 2009, modified the fee structure for transportation-related taxes to offset the potential loss of the federal funding to state and local agencies. However, the increase in State Highway Fund revenue did not begin to match the decrease in SRS revenue at the time of the FY 2016/17 – 2012/13 CIP update. When SRS revenues were significant and readily available until the mid-2000s, they provided more than half of the County's Road Fund revenues. Until the passage of HB2017, the State Highway Fund was the primary source of revenue to the Road Fund.

HB2017 provides a solution to the loss of steady SRS funding and limited revenues from the State Highway Fund, though the anticipated revenue sources from this Bill for the next ten years are only estimates. Half of the road funding from HB2017 goes to cities and counties to complete local communities' road maintenance and improvement projects that are top priority.

OREGON FOREST HIGHWAY PROGRAM

As previously noted, significant County road mileage is located within national forests or connects to a national forest highway. Such roads are referred to as forest highways and are eligible for annually-distributed Forest Highway Fund grants. The USFS, ODOT, and the WFL—jointly known as the Tri-Agency—administered annual distributions of Forest Highway Funds to participating agencies. Lane County saw previous success in securing funds for the Five Rivers Road culvert replacements and the Sweet Creek Road slide repair maintenance projects under this program. However, the FLAP replaced the Forest Highway Program with the implementation of MAP-21 and the subsequent FAST Act. In 2016, Lane County successfully secured nearly $3.4M for four new projects under the new FLAP program.

OTHER FUNDING SOURCES

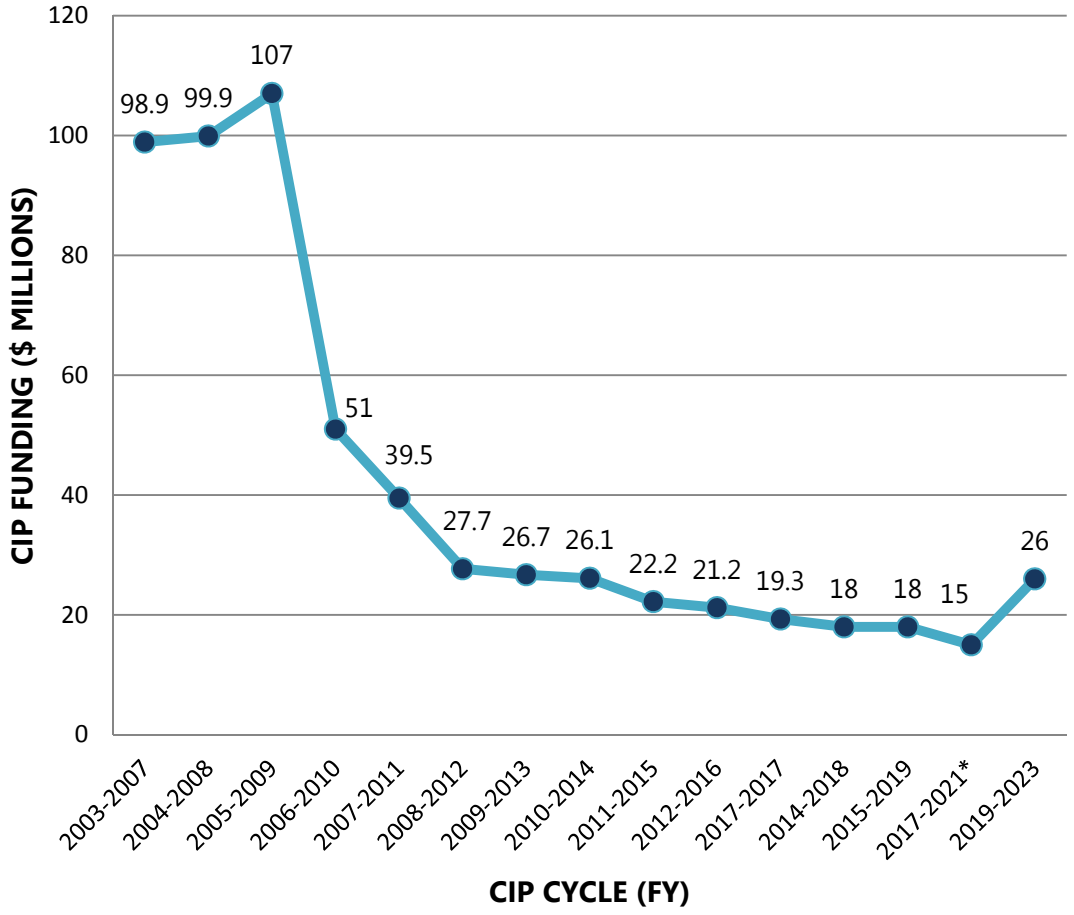
Lane County continues to aggressively seek grant funding, including requested funds to support planning, project development, and design efforts, which can improve the likelihood of additional funding for project construction. In 2014 and 2017, Lane County submitted TIGER Grant applications for constructing a 5-mile improvement on Territorial Highway; Lane County did not receive this funding. This year, Lane County will submit multiple applications for FLAP and STP funding.

CIP TREND: LOOKING AHEAD

Figure 1 below shows previous and anticipated funding levels from the Lane County Road Fund reserved for LCPW's capital investments in transportation infrastructure. As shown in earlier years, LCPW accomplished a greater amount of investment in Lane County's transportation system when stable SRS revenues supported the Road Fund. As the sunset of SRS approached and uncertainty about alternative revenue sources loomed, CIP funding significantly dropped from a peak of $107M in FY 2004/05 – 2008/09 to $15M in the most recent FY 2016/17 – 2020/21 CIP update. This declining trend in revenue streams was inadequate to support the backlog of Lane County's maintenance and preservation needs and compromised the County's ability to extend the life of its existing assets to avoid more costly improvements in the future. The revenue identified for the FY 2018/19 – 2022/23 Road & Bridge CIP will allow Lane County to accomplish longer-term, systematic improvements while also addressing maintenance and

preservation. Revenue forecasting beyond this ten-year period may still remain an uncertain exercise.

FIGURE 1: CAPITAL INVESTMENTS TREND FROM THE ROAD FUND BY YEAR (FY 2002/03- 2018/19)



* Per the April 22, 2014 Board Order No. 14-04-29-08, the Road & Bridge CIP update occurs biennially.

V. RELATIONSHIP TO OTHER PLANNING EFFORTS

TRANSPORTATION SYSTEM PLAN

The Lane County Transportation System Plan (TSP) does more than fulfill a statewide planning requirement. By identifying existing needs throughout Lane County's multi-modal transportation network and by defining guiding principles, a framework for system design, and mechanisms for implementation, the TSP provides valuable direction when guiding the decision-making processes for future transportation projects.

As part of an existing needs evaluation, the TSP also identifies the function, capacity, and location of facilities, as well as planning-level costs for projects to serve the community over a 20-year period. Staff consults the TSP project list for potential projects every CIP update cycle. An update to the Lane County TSP was most recently adopted in December 2017.

While the TSP prioritizes longer-term projects, the County may advance any of the projects identified in the TSP into the CIP cycle as opportunities arise and as guided by the TSP's goals and policies. Page 17 of the TSP states that its goals and policies: "will guide Lane County in future transportation decisions, such as formulating the Capital Improvement Program…" The policies adopted as part of the 2017 TSP as they relate to the CIP's planned projects include:

- Ensure safety is a top priority in making decisions for the Capital Improvement Program and for transportation facility operations, maintenance, and repair (Policy 1-b).
- Align County departments, external safety groups, and other public agencies toward common transportation safety goals (Policy 1-c).
- Realize the economic benefits that walking, biking, public transportation, and other active transportation investments can provide to Lane County (Policy 2-b).
- Recognize the importance of resource-related uses such as agriculture and forestry to the local economy, and the need to maintain a transportation system that provides opportunities for the harvesting and marketing of agriculture and forest products (Policy 2-c).
- Support strategies in the Oregon Sustainable Transportation Initiative (OSTI) to encourage the reduction of greenhouse gases (GHG) such as building infrastructure that facilitates and supports bicycling or walking, supporting increased public transportation services, deploying intelligent transportation systems, and planning for efficient freight traffic movement (Policy 3-a).
- Provide a multi-modal transportation system that is accessible to all users, improves access to basic needs (e.g., education, employment, food, housing, and medical care) and complies with the American with Disabilities Act (ADA) (Policy 4-b).
- Maintain and improve roads consistent with their functional classification. Reclassify roads as appropriate to reflect function and use. Make access decisions in a manner consistent with the functional classification of the roadway (Policy 5-a).
- Provide an adequate motor vehicle system that serves commercial vehicle/truck traffic to and from the land uses they serve, including freight access to the regional transportation network (Policy 5-b).
- Consider opportunities to purchase land for extensions of right-of-way where connectivity is needed (Policy 6-b).

The 2017 TSP is designed to better-prepare Lane County for funding opportunities by identifying projects that align with state and federal resource allocation patterns (e.g., federal access lands, freight routes, emergency lifeline routes, systemic corridor and hot-spot safety treatments, safe routes to schools, and multi-modal amenities).

LANE COUNTY TRANSPORTATION SAFETY ACTION PLAN

On July 18, 2017, Lane County adopted its first Transportation Safety Action Plan (TSAP). In 2015, the Central Lane Metropolitan Planning Organization (MPO) and Lane County began an innovative planning process to address the growing need to prioritize safety throughout our transportation system. That partnership, which involved several months of analyzing crash data and engaging with stakeholders, resulted in a deeper understanding of the complex safety problem and also a broader knowledge of multi-disciplinary solutions. In Lane County, roadway fatalities are the leading cause of death for ages 1 to 24. Lane County led Oregon counties in traffic fatalities in 2014 (with 45 deaths) and 2015 (with 57 deaths). While most traffic is in the cities, most fatalities were in rural areas, outside city limits.

The TSAP identifies the negative effects of safety, provides solutions to address safety, and details actions that are consistent with a planning framework that follows three approaches: engineering, education, and enforcement. Several projects in the CIP contain scopes of work that will implement proven countermeasures known to effectively reduce fatal and severe-injury collisions.

METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

The Central Lane MPO maintains the metropolitan area Transportation Improvement Program (MTIP) for federal funds management purposes. Lane County is a participating member of the MPO. The MTIP identifies Lane County projects that are of regional significance inside the MPO boundary. Typically, Lane County CIPs include local matches for MTIP projects.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

The Lane County CIP is similar in function to ODOT's Statewide Transportation Improvement Program (STIP). These two documents may show identical projects when the CIP leverages state- or federally-funded projects in the County. Such projects must be adopted in the STIP before local jurisdictions receive any grant awards.

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VI. THE PROCESS

DRAFT

The Road & Bridge CIP process begins every other fall with an evaluation of the previously adopted CIP projects status by Lane County staff. Staff reviews the status of each project in the first two FYs of the program in the current CIP. The estimated construction costs and schedules of projects may require adjustment to the CIP to reflect current financial conditions. The projects within the CIP timeframe that will be completed or will be under construction by the end of the FY are removed from the CIP list. Projects in the following years are moved up accordingly in the schedule for execution. Staff then evaluate the progress of projects in the latter years of the program and adjust the program as needed to reflect updated schedules, project conditions, and costs.

If additional funding is available through external sources, staff may add new projects to the set of recommendations. The TrAC receives a set of recommended projects for consideration. The TrAC may recommend additional projects.

PUBLIC PARTICIPATION

Public participation is essential to the Road & Bridge CIP's project selection process and its completion. The public can participate in the process by directly contacting staff and by providing written or verbal testimony at public hearings with the TrAC and the BCC. Public notices are published for each public hearing. Information about the CIP and associated documents are posted for review on the Lane County Public Works website.[d] The public's involvement in the project planning process also occurred during the development and adoption of the TSP, which many CIP projects originate from.

TRANSPORTATION ADVISORY COMMITTEE ACTION

The TrAC has the important role of promoting public participation regarding Lane County's transportation system, including providing input on and developing staff's draft Road & Bridge CIP. The TrAC is a committee comprised of volunteer citizens appointed by the BCC. The TrAC seeks public comments on the proposed CIP before its recommendation to the BCC. Typically, the TrAC engages in the Road & Bridge CIP review process between January and March.

The TrAC may prioritize projects based on public input and other considerations. During the process, staff provides as much information as needed about a proposed project to inform the TrAC's decisions. After considering information provided by staff and input by the public, the TrAC deliberates on the draft and forwards its recommendation to the BCC.

Upon adoption of the Road & Bridge CIP, Lane County occasionally seeks subsequent public input on specific design concepts for certain projects during the scheduling and design phases for such projects. In this context, the TrAC may review and hold a public hearing before recommending adoption by the BCC of a preferred project alternative.

[d] http://lanecounty.org/cms/one.aspx?portalId=3585881&pageId=4213801

BOARD ACTION

The BCC reviews the recommendation forwarded by the TrAC. Updates or changes proposed by the public, staff, and the TrAC are advisory to the BCC. The BCC has final approval authority for the Road & Bridge CIP and authority for the expenditure of the County Road Fund. The BCC holds a public hearing on the draft CIP before adopting it at least 30 days before adopting the County budget. The BCC may change project priorities; add, delete, or expand projects; or ask staff to provide additional information before adopting the final Rod & Bridge CIP. The BCC ultimately adopts the Road & Bridge CIP. Once adopted, the CIP becomes a tool for meeting the County's budgeting requirements.

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VII. THE PROJECTS

PROJECT CATEGORIES

The projects adopted as part of the FY 2018/19 – 2022/23 Road & Bridge CIP are anticipated as public contracts for bidding. Projects will fall within one or more of the program categories described below. For project tracking purposes and for greater detail about each project, Tables 5 through 13 (pages 16 through 25) and project summaries that begin on page 29 specify funding allocations for the next five years, identify the project schedule, and describe the scope of proposed solutions to address some of the most urgent structural needs with Lane County's transportation system.

PAVING

Projects assigned to this program category emphasize pavement preservation and road rehabilitation. Paving funds allocate resources toward annual overlay, slurry seal, and mill and fill pavement treatments to extend the life of the road structure.

Data that are collected annually from the Pavement Condition Index (PCI) inform the basis of CIP-identified projects for the existing road system. Lane County uses Street Saver, which is a computer-based PMP application, and field inspections to prioritize annual pavement preservation projects and to program the implementation of the most appropriate treatment type.

BRIDGES & STRUCTURES

Bridges & Structures projects are generally localized. Within this category, bridges identified for rehabilitation and replacement come from a review of the National Bridge Inventory System. This category also provides funding for seismic improvement projects. Other types of localized structural improvements include culvert replacement, retaining walls, and toe walls. Within the Bridges & Structures category are three subcategories: **(1)** Bridge Rehabilitation & Preservation; **(2)** Covered Bridge Preservation; and, **(3)** Culverts:

1. The **Bridge Rehabilitation & Preservation** subcategory responds to the maintenance and preservation needs of County bridges. With the completion of ODOT's transfer of Territorial Highway, Lane County will own and maintain 427 bridges. Bridge rehabilitation projects are generally significant in scope and generally involve a large capital investment. The statewide bridge inspection program's sufficiency rating, which results from an assessment of bridge conditions, helps to establish priorities for bridge rehabilitation. The program's inspection report identifies and recommends repair, maintenance, and rehabilitation to extend the life of the bridge.
2. The **Covered Bridge Preservation** subcategory dedicates a portion of the Road Fund toward the preservation of fourteen covered bridges in the County. In recent years, the NHCBP funded most projects involving the preservation of covered bridges. However, this program is no longer available to fund these projects. Covered bridges must compete for funding with other bridge needs, yet the historical significance of Lane County's covered bridges warrants dedicating funds to Covered Bridge Preservation.
3. The **Culverts** subcategory responds to the maintenance and replacement of culverts under the County road system. Culverts with openings that span more than 20 feet are registered in the bridge system, and some culverts are sized to provide fish passage. In accordance

with Title II, a portion of the Road Fund may dedicate resources to replace ODWW-identified culverts to allow for fish passage. In 2016, there were nearly 300 ODFW-identified culverts under Lane County roads believed to impede Coho or Chinook salmon passage. This subcategory does not include culverts within driveway approaches.

RIGHT-OF-WAY

This program category provides cost estimates for CIP projects that involve right-of-way acquisition. Typically, General Construction projects involve right-of-way acquisitions. Maintenance projects may also require construction easements or additional right-of-way. Cost estimates associated with right-of-way projects are preliminary and are subject to change based on the final design of each project and individual acquisitions. County acquisitions are based on appraisals of the land and improvements to be acquired for the project and any associated compensable damages. Right-of-way work is highly regulated and lengthens project schedules.

INFRASTRUCTURE SAFETY IMPROVEMENTS

The purpose of infrastructure safety improvement projects is to address localized problems that may not require major reconstruction. Infrastructure safety improvements include rumble strips, clear zone improvements such as fixed object removals, improved signage, and other traffic safety design measures identified in the 2017 Lane County TSAP. County funds dedicated toward these projects may be local matches for external funding applications. Staff recommend projects for this category based on studies of each location.

Table 10 (page 22) shows two sub-categories for identified funding. The Bicycle/Pedestrian subcategory facilitates the development of effective bicycle and pedestrian facilities within the transportation system. Pedestrian and bicycle elements include bike lanes, sidewalks, and shoulder improvements for bicycle and pedestrian use. The Transportation Safety Actions subcategory facilitates the implementation of the TSAP.

GENERAL CONSTRUCTION

This program category lists major road construction projects identified for the County Road system and addresses improvements that arise from a road's geometry, pavement structure, or safety issues. Such projects typically entail modernization and capacity enhancements by complete reconstruction or significant improvements to the existing roadway. Lane County has more than 41 miles of urban collector roads, which are primarily within Lane County's metropolitan areas. Many of these roads do not meet modern geometric standards.

FY 2018/19 – FY 2022/23 ROAD & BRIDGE CIP OVERVIEW

Lane County's allocation for the FY 2018/19 – 2022/23 Road & Bridge CIP is approximately $65M, which is an increase of nearly $42M—or 180%—from the previous CIP (FY 2016/17 – 2020/21). If distributed evenly across five years, this total represents an estimated increase of $8.4M available to improvements for Lane County's transportation system each year. This increase in funding for the Lane County transportation system is the first in 15 years. Figure 2 (page 16) shows the allocation of funding by project category for this CIP cycle. Table 5 (page 16) compares the funding allocation between the previous CIP and the current CIP by project category. The amounts shown account for the entire estimate of project costs, which includes Road Fund dollars and external revenue sources. Tables 6 (page 19) and 13 (page 25) specify

the amounts of external funding for each project category and project. Table 6 also shows how Lane County plans to target certain projects using the specific Road Fund dollars that represent net costs to Lane County. The details of each project begin on page 29.

FIGURE 2: FY 2018/19- FY 2022/23 FUNDING ALLOCATION BY PROJECT CATEGORY ($ MILLIONS)

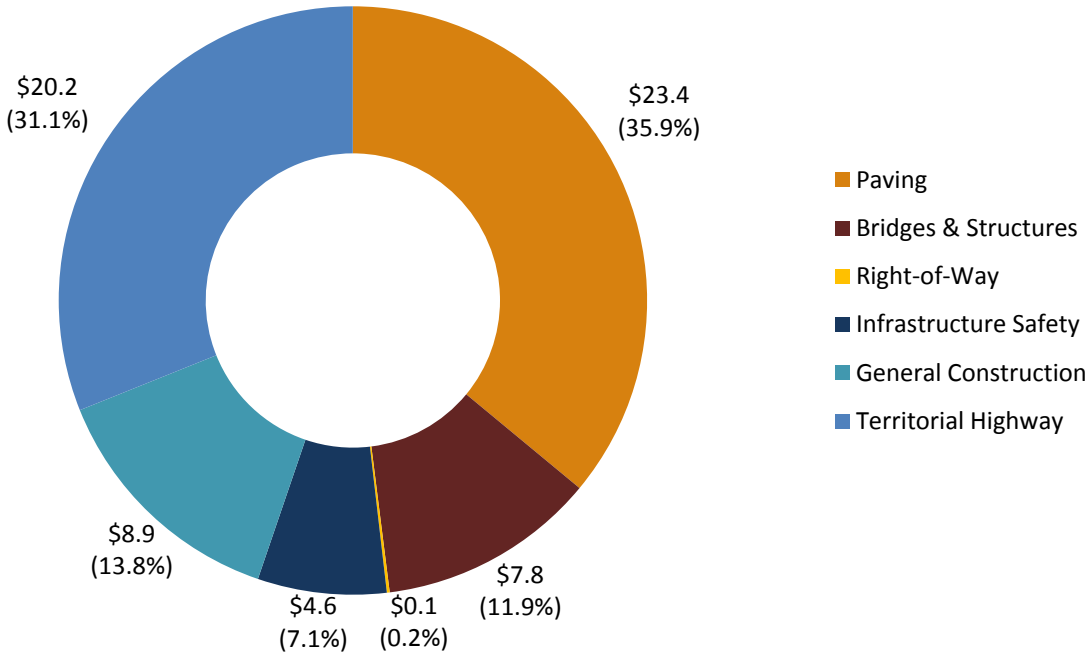

TABLE 5: PROGRAM TOTALS BY CATEGORY (FY 2016/17 - 2020/21; FY 2018/19 - 2022/23)

PROGRAM TOTALS BY CATEGORY	FY 17-21 CIP		FY 19-23 CIP	
	Amount	Percent	Amount	Percent
Paving	$15,997,224	92.22%	$23,403,520	35.96%
Bridges & Structures	$1,000,000	5.76%	$7,771,624	11.94%
Right-of-Way	$0	0.00%	$102,900	0.16%
Infrastructure Safety Improvements	$350,000	0.66%	$4,608,899	7.08%
General Construction	$0	0.00%	$8,950,000	13.75%
Territorial Highway Improvements	$0	0.00%	$20,244,330	31.11%
TOTAL	**$17,347,224**	**100%**	**$65,081,273**	**100%**

As in the preceding CIP, this CIP allocates a significant percentage of the Road Fund toward pavement preservation and preventative maintenance. This CIP will establish a baseline of work each year involving, at a minimum: $2.75M for pavement overlays, $250K for slurry seals; $1M for bridges and structures, $500K for safety improvements, and $1M for general construction projects. As seen in Table 5, amounts are higher due to anticipated revenues. Additionally, as road funds increase due to HB2017 revenues, several project categories will expand—most notably the general construction category. Staff will continue to apply for external funding to secure additional revenue to maximize resources.

Lane County has a consistent track record of successfully utilizing County funds or "in-kind" services to leverage opportunities for state and federal funding. The anticipated external revenue shown on Table 13 for this CIP update cycle is testament to this ability. Revenues for this CIP cycle consist of various federal and state sources that total $39M. Approximately $1.5M in STP-U funds, $1.2M in CMAQ funds, $1.3M in STIP funds, $700K in State-Funded Local Project (SFLP) funds, and $3M in FLAP funds support this CIP. The summary tables that begin on page 19 show detailed listings of each project, their estimated costs, and associated revenues as applicable to selected projects.

TERRITORIAL HIGHWAY

With the passage of House Bill 2017 (HB 2017), the Oregon Legislature made a significant investment in transportation and also included provisions to transfer some of ODOT's jurisdiction to local agencies. Territorial Highway ("Territorial") was one of those facilities. The transfer process and associated phased funding begins in 2018 and will be finalized in 2024. Acquiring County jurisdiction of Territorial Highway is an exciting opportunity and a financial constraint for Lane County. Territorial is 42 miles long and requires significant rehabilitation work. Over time, the jurisdictional transfer of the entire length of Territorial within Lane County comes with $32.37M to help bring the roadway to maintenance standards and provide funds to design and construct the 5.7-mile segment between Gillespie Corners and Lorane (milepost 32.06 to 34.47) as well as the slide repairs at mileposts 30.8 and 34.9.

Territorial is a predominant north-south connection through Lane County. Once known as the path of the historic Applegate Trail used by pioneers, Territorial is one of Oregon's oldest roadways. Though the segment of Territorial being transferred to Lane County functioned as a State facility, Territorial is an asset to the community and its surrounding land uses, which provide critical economic opportunities. Lane County's ability to respond to local needs by assuming ownership of Territorial will increase substantially. Territorial is a popular bicycle route and serves as a key transportation link to forests, farms, wineries, and rural communities.

The functional classification of the highway is a Rural Major Collector. It carries approximately 1,600 vehicles each day and accommodates a high volume of trucks 2017 traffic counts found that truck traffic accounted for 17% of trips between the Gillespie Corners to Lorane section of the highway. Typical truck volumes on County roads range from 2% to 5% of total traffic.

Features of the highway that compromise its safety include its narrow width, hairpin curves that limit sight distance, uneven pavement due to continuous shifts in soil, and steep grades that lack barriers and guardrails. This combination of factors presents conflicts between freight users and recreational cyclists, which was tragically confirmed in 2006 by the death of an experienced cyclist when a logging truck passed her on this narrow stretch of road. Due largely to the road's

geometric condition, the truck driver was found not at fault. In the past ten years, there were 43 crashes on this segment of Territorial, including two fatalities and 37 injuries. The items identified in this CIP will help to improve its safety for all users of this highway. Despite the $32.37M included in the transfer, additional funding is needed to fully support this work.

In April 2014 and September 2017, Lane County applied for Transportation Investment Generating Economic Recovery (TIGER) funds to construct improvements on Territorial from Gillespie Corners to Lorane (CIP Projects 36 and 37). Though neither grant was awarded, the application process built momentum. Later in 2014, Lane County successfully secured $440,000 Transportation Community and System Preservation Program (TCSP) funds for a planning process to involve the community and develop a community-based, preferred design solution.

The preferred design solution for Gillespie Corners to Lorane emerged from public workshops that occurred in the summer and fall of 2014 as part of the Territorial Highway Corridor Plan. The TCSP-awarded segment of Territorial varies from 20 feet to 22 feet in width. All but less than a mile of this section is only 20 feet wide. The American Association of State Highway and Transportation Officials (AASHTO) standard for Territorial's design speed is 55 miles per hour, which requires 12-foot lanes alongside shoulders and slopes. The existing right-of-way of the 5.7-mile segment of Territorial is insufficient to meet this requirement. A robust public involvement process to determine the best design solution generated additional funds of $100,000 from private donations and over 60 letters of support.

Community support for the project makes the proposed improvements possible. The preferred design generally follows the existing roadway alignment. The design concept includes widening the pavement surface to two11-foot travel lanes with 6-foot shoulders on each side. The preferred design also includes softening sharp curves.

The County's most recent cost estimate for reconstruction of this 5.7-mile segment is approximately $17.7M, excluding raising two bridges that are prone to flooding. A technical report[e] for Territorial (2016) identified improvements for this segment of highway, including: erosion control, bank stabilization, excavation, culvert work, stormwater management, base and surface improvements, guardrail installation, and signage. The report identified a preliminary design but noted the need for additional funding to finalize the design. Lane County will use $1M from the funds included with the jurisdictional transfer to finalize the design, conduct public outreach, acquire the necessary right-of-way, and obtain environmental permits.

In addition to the jurisdictional transfer funds that will assist with future construction, Lane County hopes to submit a Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant application this July. The goal of applying for additional construction funds is to leverage the jurisdictional transfer funds to help pay for long-term maintenance of the corridor after reconstruction is complete.

[e] http://lanecounty.org/UserFiles/Servers/Server_3585797/File/Government/County%20Departments/Public%20Works/Engineering%20and%20Construction%20Services/Transportation%20Planning/Territorial%20Technical%20Report.pdf

TABLE 6: SUMMARY OF ANNUAL EXPENSES BY CIP PROJECT CATEGORY

PROJECT CATEGORY	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5-YR TOTAL
PAVING (522524) (See Table 7)						
Identified Overlay & Rehabilitation Paving Projects	$5,631,662	$5,674,740	$4,392,000	$1,000,000		$16,698,402
Slurry Seals (Roads Identified Annually)	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000
Unidentified Paving Funding Available	$109,499	$845,619	$0	$1,750,000	$2,750,000	$5,455,118
Total Paving	**$5,991,161**	**$6,770,359**	**$4,642,000**	**$3,000,000**	**$3,000,000**	**$23,403,520**
BRIDGES & STRUCTURES (522525) (See Table 8)						
Bridge Preservation & Rehabilitation	$890,656	$0	$0	$0	$0	$890,656
Covered Bridge Preservation	$190,344					$190,344
Seismic Rehabilitation & Retrofit	$919,000	$655,000	$648,000			$2,222,000
Culverts	$370,245		$1,108,229			$1,478,474
Retaining Walls						$0
SRS Bridge Rehab (FY 18/19 $2,500,000)						$0
Unidentified Bridges & Structures Funding Available	$0	$841,060	$149,090	$1,000,000	$1,000,000	$2,990,150
Total Bridges & Structures	**$2,370,245**	**$1,496,060**	**$1,905,319**	**$1,000,000**	**$1,000,000**	**$7,771,624**
RIGHT-OF-WAY (522526) (See Table 9)						
Total Right-of-Way	**$50,000**	**$52,900**				**$102,900**
INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (See Table 10)						
Pedestrian/Bicycle Improvements	$250,000	$1,702,568	$0	$0	$0	$1,702,568
Transportation Safety Actions	$158,004	$581,395	$400,000	$500,000	$0	$1,639,399
Unidentified Infrastructure Safety Improvement Funding Available	$205,602	$211,330	$100,000	$0	$500,000	$1,016,932
Total Infrastructure Safety Improvements	**$613,606**	**$2,495,293**	**$500,000**	**$500,000**	**$500,000**	**$4,608,899**
GENERAL CONSTRUCTION (522529) (See Table 11)						
Identified General Construction Projects	$986,000	$1,459,000	$1,800,000	$1,725,000	$2,000,000	$7,970,000
Unidentified General Construction Funding Available	$764,000	$41,000	$0	$175,000	$0	$980,000
Total General Construction	**$1,750,000**	**$1,500,000**	**$1,800,000**	**$1,900,000**	**$2,000,000**	**$8,950,000**
TERRITORIAL HIGHWAY IMPROVEMENTS (see Table 12)						
Total Territorial Highway Improvements	**$0**	**$1,419,000**	**$0**	**$7,000,000**	**$11,825,330**	**$20,244,330**
ANNUAL CIP	**$10,775,012**	**$13,733,612**	**$8,847,319**	**$13,400,000**	**$18,325,330**	**$65,081,273**
Total Revenues- (See Table 13)	$7,701,910	$8,745,827	$3,617,000	$8,075,000	$10,925,000	$39,064,737
NET COUNTY CIP COST	**$3,073,102**	**$4,987,785**	**$5,230,319**	**$5,325,000**	**$7,400,330**	**$26,016,536**

TABLE 7: PAVING (522524)

PROJECT	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5-YR TOTAL
Project Specific Paving*						
E Enid Road and Prairie Road Pavement Preservation & Sidewalk Rehabilitation, Key #19914 (367347001) (County Match $123,937)	$1,206,783					$1,206,783
Prairie Road Overlay MP 0.118-1.589 (367347002)		$1,505,216				$1,505,216
S 2nd Street Pavement Preservation, Key #19913 (367702101) (County Match $52,685)	$513,000					$513,000
London Road Overlay (367270012) (County Match $222,165)		$1,408,524				$1,408,524
N Coburg Road (MP 0.000-4.115, 367161001) & Coleman Road (MP 0.000-0.909, 367162801) Overlays	$887,233					$887,233
Coburg Overlays (Indian, Paiute, Winnebago)		$124,000				$124,000
Springfield Overlays (Anderson Lane, #TBA; Aspen Street, 367167501; Centennial Boulevard, 367150201 & 367149501; Kellogg Road, 367167401; Sequoia Avenue, 367149501)	$1,075,937					$1,075,937
Coburg Road Overlay MP 4.163-4.836 (367150005)	$500,709					$500,709
Coburg Road Overlay MP 4.836-12.883 (TBD)***	$1,448,000					$1,448,000
N Game Farm Road Overlay MP 0.413-1.690 (367171005)		$553,000				$553,000
Wolf Creek Road Overlay MP 0.000-11.594 (TBD)***		$2,084,000				$2,084,000
Cottage Grove-Lorane Road MP 0.820-12.654 (TBD)***			$1,642,000			$1,642,000
Clear Lake Road Overlay MP 0.0-8.391			$1,632,000			$1,632,000
Cloverdale Road Overlay			$1,118,000			$1,118,000
Lorane Highway Overlay: MP 1.850-MP 5.916				$1,000,000		$1,000,000
Slurry Seal Projects**	$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000
Unidentified Paving Funds Available for New Projects****	$109,49	$845,619	$0	$1,750,000	$2,750,000	$5,455,118
TOTAL PAVING	**$5,991,161**	**$6,770,359**	**$4,642,000**	**$3,000,000**	**$3,000,000**	**$23,403,520**

*Pavement Preservation Treatment for Roads are determined annually based on their Pavement Condition Index.
**Annual Slurry Seal Funding ($250,000)
***Following the March 2018 TrAC hearing, additional one-time funds became available for paving projects. Wolf Creek Road, Cottage Grove-Lorane Road, and additional portions of Coburg Road that require overlays are shown on this table in response to the additional funding. However, the details of the improvements necessary to address the deteriorating conditions of these roads require scoping. Accordingly, these projects are thus unmapped and are not included in the Program Summary beginning on Page 26. Project descriptions with refined cost breakdowns will be developed following CIP adoption.
****Annual Paving Funding ($2,750,000)

TABLE 8: BRIDGES & STRUCTURES (522525)

PROJECT*	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5-YR TOTAL
Bridge Preservation & Rehabilitation						
E Saginaw Road Bridge #14782A (367220202)	$125,000					$125,000
Bridge Street Bridge #39C111 Deck Replacement & Truss Painting*** (36716001)	$670,394					$670,394
Steel Piling Section Loss Repair (3 Bridges) (367720001)***	$95,262					$95,262
Covered Bridge Preservation & Rehabilitation						
Dorena Covered Bridge #18139 Reroof (367723741)	$190,344					$190,344
Seismic Rehabilitation & Retrofit						
Marcola Road Bridge #001229 Seismic Retrofit*** (367190017)	$919,000					$919,000
Pengra Road Bridge #039C35 Seismic Retrofit (367763902)		$655,000				$655,000
Row River Road Bridge #14964B Seismic Retrofit (367240019)			$348,000			$348,000
Row River Road Bridge #14965A Seismic Retrofit (367240020)			$300,000			$300,000
Culverts						
London Road Culverts (367270012) (County Match $29,555)	$170,245					$170,245
Row River Deep Culverts (367240018)** ($20,000 ROW & $3,940 County Match FY19/20) & (County Match FY 20/21 $202,910)			$1,108,229			$1,108,229
Unidentified SRS Funding Available for New Projects	$200,000					$200,000
Unidentified Bridges & Structures Funding Available for New Projects		$841,060	$149,090	$1,000,000	$1,000,000	$2,990,150
TOTAL BRIDGES & STRUCTURES	**$2,370,245**	**$1,496,060**	**$1,905,319**	**$1,000,000**	**$1,000,000**	**$7,771,624**

* The Bridges & Structures category is generally for new or major replacements of County bridges, culverts, and retaining walls. This category addresses major bridge rehabilitation and replacements as recommended by the National Bridge Inventory System. This category also funds seismic deficiency improvements.
**Annual Bridges & Structures Funding $1,000,000 beginning FY 19/20
***One-time SRS Funds available for Bridge Rehabilitation in FY 18/19 ($2,000,000)

TABLE 9: RIGHT-OF-WAY (522526)

PROJECT*	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5-YR TOTAL
Yolanda Elementary & Briggs Middle Schools (360289959) (TSP #155)	$50,000					$50,000
Row River Deep Culverts (367240018)		$20,000				$20,000
OR 200 (Territorial): MP 30.8 & MP 34.9 Slides, Key #18641		$22,000				$22,000
OR 200 (Territorial): Elmira-Veneta Multi-Use Path (TSP #144a), Key #20238		$10,900				$10,900
TOTAL RIGHT-OF-WAY	**$50,000**	**$52,900**	**$0**	**$0**	**$0**	**$102,900**

*The Right-of-Way category lists cost estimates for right-of-way acquisition for CIP projects. Right-of-way costs are approximate and are based on anticipated property impacts that are not defined in the early stages of project development. These costs are subject to change as design concepts are refined.

TABLE 10: INFRASTRUCTURE SAFETY IMPROVEMENTS (522527)

PROJECT	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5-YR TOTAL
Project Specific Bicycle/Pedestrian Improvements						
Row River Trail Crossings Safety Improvements (360289101) (County Match $29,783) (TSP #124d)		$323,568				$323,568
Yolanda Elementary & Briggs Middle Schools (360289959) (FY 18/19 ROW County Match $5,135) & (County Match FY 19/20 $128,786) (TSP #155)		$1,254,000				$1,254,000
Sidewalk Upgrades	$250,000	$125,000				$375,000
Project Specific Transportation Safety Actions						
Highway 126/Deerhorn Intersection Safety Improvements ($500,000) (TSP #80)				$500,000		$500,000
Sears Road Fixed Object Removal (3602899903) (County Match $9,480) (TSP #128)	$158,004					$158,004
Local Roadway Departures (Clear Lake Road-3660289904; London Road-360289905; Prairie Road-360289906) (County Match $34,884)		$581,395				$581,395
Cottage Grove-Lorane Road Safety Improvements (TSP #32)			$400,000			$400,000
Unidentified Infrastructure Safety Improvement Funding Available for New Projects	$205,602	$211,330	$100,000	$0	$500,000	$1,016,932
TOTAL INFRASTRUCTURE SAFETY IMPROVEMENTS	**$613,606**	**$2,495,293**	**$500,000**	**$500,000**	**$500,000**	**$4,608,899**

Annual Infrastructure Safety Improvement funding ($500,000)

TABLE 11: GENERAL CONSTRUCTION (522529)

PROJECT*	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5-YR TOTAL
Mercer Lake Road (367524008)		$884,000				$884,000
E King Road Realignment (367111802)	$275,000				$2,000,000	$2,275,000
Fox Hollow Lightweight Fill Repair: MP 9.5 (367128002)**	$711,000					$711,000
Riverview Avenue (Mapleton) Culvert Mitigation (367504002)		$575,000				$575,000
Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive (TSP #124b)			$925,000			$925,000
Vaughn Road Reconstruct: Noti Loop to Territorial (TSP #146)			$875,000			$875,000
Sears Road Reconstruct MP 0.62 to Saginaw Road E (TSP #129)				$1,575,000		$1,575,000
Nelson Mountain Road (TBD)***				$150,000		$150,000
Unidentified General Construction Funding Available for New Projects	$764,000	$41,000	$0	$175,000	$0	$980,000
TOTAL GENERAL CONSTRUCTION	**$1,750,000**	**$1,500,000**	**$1,800,000**	**$1,900,000**	**$2,000,000**	**$8,950,000**

* General Construction projects are generally selected based on roads' poor condition upon review of the Transportation System Plan.
**One-time 2016 funds available for General Construction anticipated for Fox Hollow repair in FY18/19 ($500,000)
***Following the March 2018 TrAC Public Hearing, additional one-time funds became available for unidentified General Construction projects. The detailed extent of reconstruction required for this road requires scoping. Accordingly, this project is unmapped and is not included in the Program Summary beginning on Page 26. A project description, including a refined cost breakdown, will be developed following CIP adoption.

TABLE 12: TERRITORIAL HIGHWAY IMPROVEMENTS

PROJECT	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5-YR TOTAL
OR 200: MP 30.8 & MP 34.9 Slides, Key #18641 (Construction & Utility Relocates) (County Match $147,990)		$1,419,000				$1,419,000
Territorial Highway: Gillespie Corners to Hamm Road (TSP #141b)				$7,000,000		$7,000,000
Territorial Highway: Hamm Road to Lorane (TSP #141c)					$10,000,000	$10,000,000
Territorial Highway/Suttle Road Intersection Improvements (TSP #144e)					$750,000	$750,000
Territorial Highway: Elmira-Veneta Multi-Use Path Construction Phase 1 (TSP #144b, FY24/25 $4,225,300)					$1,075,330	$1,075,330
TOTAL TERRITORIAL HIGHWAY IMPROVEMENTS	**$0**	**$1,419,000**	**$0**	**$7,000,000**	**$11,825,330**	**$20,244,330**

Territorial Highway Improvements address improvements identified in the FY 2018-FY 2021 STIP and improvements identified as part of the 2018 jurisdictional transfer.

TABLE 13: REVENUES

PROJECT	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5-YR TOTAL
2016 One-Time Funds	$2,500,000					$2,500,000
Anticipated One-Time Funds	$2,398,000	$3,084,000	$1,642,000	$150,000		$7,274,000
Annual ODOT Fund Exchange (453115)	$925,000	$925,000	$925,000	$925,000	$925,000	$4,625,000
E Enid Road & Prairie Road Pavement Preservation & Sidewalk Rehabilitation Project, Key #19914 (367347001) (453116)	$1,082,846					$1,082,846
South 2nd Street Pavement Preservation, Key #19913 (367702101) STP-U Funds (453116)	$460,315					$460,315
Row River Deep Culverts (367240018) FLAP Funds (451751)		$20,000	$1,050,000			$1,070,000
Row River Trail Crossings Safety Improvements (360289101) FLAP Funds (451751)		$333,568				$333,568
London Road Overlay & Culvert Replacement (367270012) FLAP Funds (451751)	$142,360	$1,418,524				$1,560,884
Yolanda Elementary & Briggs Middle Schools (360289959) CMAQ Funds (453116)	$44,865	$1,125,214				$1,170,079
Sears Road Fixed Object Removal, Key #19754 (3602899903) SFLP Funds (453116)	$148,524					$148,524
Local Road Roadway Departures, Key #19797 (360289906, 360289904, 360289905) SFLP Funds (453116)		$546,511				$546,511
Territorial Highway Jurisdictional Transfer Agreement				$7,000,000	$10,000,000	$17,000,000
OR 200: MP 30.8 & MP 34.9 Slides, Key #18641 STIP Funds (453116)		$1,293,010				$1,293,010
TOTAL REVENUES	**$7,701,910**	**$8,745,827**	**$3,617,000**	**$8,075,000**	**$10,925,000**	**$39,064,737**

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PROGRAM SUMMARY*

Paving | Bridges & Structures | Infrastructure Safety Improvements | Right-of-Way | General Construction

MAP NUMBER	PROJECT NUMBER	CATEGORY	NAME	SUMMARY	FUNDING SOURCE	COST ESTIMATE (W/COUNTY PORTION)	IMPLEMENTATION STATUS
3	**1**		**E Enid Road** from Highway 99 to Prairie Road/**Prairie Road** from E Enid Road to Irving Road	Pavement preservation, replacement of concrete walkways	STP-U County Road Fund	$1,495,783 (total) $1,206,783 (construction) ($412,937)	Identified in the FY 2017-2021 CIP and funded
3	**2**		**Prairie Road Pavement Overlay** between Maxwell Road and Carol Avenue from MP 0.118 to MP 1.589	Pavement preservation to include overlay and mill and fill	County Road Fund	$1,881,520 (total) $1,505,216 (construction)	Funded
10	**3**		**S 2nd Street** from County Maintenance to Dorris Ranch Park (MP 0.36 to MP 0.88)	Pavement preservation, sidewalks, ramp upgrades, bike lane	STP-U County Road Fund	$624,081 ($52,685)	Identified in the FY 2017-2021 CIP and funded
7	**4**		**London Road Overlay & Culvert Replacement** from MP 3.52 to MP 6.73	Pavement preservation and culvert replacements	FLAP County Road Fund	$1,888,769 (total) $1,560,884 (construction) ($327,885)	Funded
6	**5**		**N Coburg Road Overlay** from County Maintenance to MP 4.115 and **Coleman Road Overlay** from MP 0.0 to MP 0.909	Pavement preservation to include ramp upgrades and shoulder repairs	County Road Fund	$1,131,222 (total) $887,233 (construction)	Funded
6	**6**		**Coburg Overlays:** Indian Drive, Paiute Lane, Winnebago Street	Pavement preservation to include repairs of curb and gutter sections	County Road Fund	$155,000 (total) $124,000 (construction)	Funded
9, 10	**7**		**Springfield Overlays:** Anderson Lane, Aspen Street, Centennial Boulevard, Kellogg Road, Sequoia Avenue	Pavement preservation to include replacement of sidewalk ramps	County Road Fund	$1,396,988 (total) $1,075,937 (construction)	Funded
9	**8**		**Coburg Road Overlay** from MP 4.163 to MP 4.836	Pavement preservation to include mill and fill, ramp upgrades, and guardrail treatment	County Road Fund	$625,887 (total) $500,709 (construction)	Funded
9	**9**		**N Game Farm Road Overlay** from County Maintenance to Coburg Road from MP 0.68 to MP 1.69	Pavement preservation to include mill and fill, ramp upgrades, and striping for a bike buffer	County Road Fund	$691,250 (total) $553,000 (construction)	Funded
3	**10**		**Clear Lake Road (Veneta) Overlay** from MP 0.0 to MP 8.391	Repairs to the asphalt-concrete, guardrail crash terminals, and rumble strips	County Road Fund	$2,040,000 (total) $1,632,000 (construction)	Funded
11	**11**		**Cloverdale Road Overlay** from Emerald Parkway (Creswell) to Highway 58	Pavement preservation to include guardrail crash terminals, rumble strips, and safety edges	County Road Fund	$1,287,000 (total) $1,118,000 (construction)	Funded
4	**12**		**Lorane Highway Overlay** from MP 1.850 to MP 5.916	Pavement preservation	County Road Fund	$1,250,000 (total) $1,000,000 (construction)	Funded
12	**13**		**E Saginaw Road Bridge**	Concrete patches and revetment	County Road Fund	$214,625 (total) $125,000 (construction)	Funded
8	**14**		**Bridge Street Bridge** Deck Overlay & Truss Painting	Replacement of deck and bridge rails, painting	County Road Fund	$1,005,394 (total) $670,394 (construction)	Funded
3, 6	**15**		**Steel Piling Section Loss Repair:** Crossroads Lane W Bridge, Fir Butte Road Bridge & Green Hill Road Bridge	Repair corroded steel piles	County Road Fund	$142,893 (total) $95,262 (construction)	Funded
7, 12	**16**		**Dorena Covered Bridge Reroof**	Replacement of roof shingles	County Road Fund	$285,516 (total) $190,344 (construction)	Funded

MAP NUMBER	PROJECT NUMBER	CATEGORY	NAME	SUMMARY	FUNDING SOURCE	COST ESTIMATE (W/COUNTY PORTION)	IMPLEMENTATION STATUS
9	**17**		**Marcola Road Bridge & Seismic Retrofit**	Bridge preservation and retrofit	County Road Fund	$1,378,500 (total) $919,000 (construction)	Funded
17	**18**		**Pengra Road Bridge & Seismic Retrofit**	Bridge preservation and retrofit	County Road Fund	$982,500 (total) $655,000 (construction)	Funded
12	**19**		**Row River Road Bridge #14964B & Seismic Retrofit**	Bridge preservation and retrofit	County Road Fund	$522,000 (total) $348,000 (construction)	Funded
12	**20**		**Row River Road Bridge #14965A & Seismic Retrofit**	Bridge preservation and retrofit	County Road Fund	$450,000 (total) $300,000 (construction)	Funded
12	**21**		**Row River Road Deep Culvert Replacements:** MP 5.96, 7.02, 7.37 & 8.72	Replacement of four culverts that are severely deteriorated to include embankment boring	FLAP County Road Fund	$1,423,229 (total) $1,108,229 (construction) ($280,406)	Funded
9	**22**		**Yolanda Elementary & Briggs Middle Schools** Traffic Congestion Mitigation: 23rd Street from Viewmont Avenue to Yolanda Avenue, Yolanda Avenue from MP 0.81 (+/-) to 31st Street & 31st Street from Yolanda Avenue to MP 0.50 (+/-)	Provide bicycle and pedestrian facilities	CMAQ County Road Fund	$1,762,160 (total) $1254,000 (construction) ($180,974)	Funded
5	**23**		**Territorial Highway: Slide Repairs** from MP 30.8 to MP 34.9	Repair slides at two locations	ODOT County Road Fund	$1,777,375 (total) $1,419,000 (construction/utilities) ($358,375)	Funded
7, 12	**24**		**Row River Trail Crossings** at MP 0.74 of Layng Road and MP 11 of Row River Road (TSP Project 124d)	Signage and lighting	FLAP County Road Fund	$410,937 (total) $323,658 (construction) ($77,369)	Funded
8	**25**		**Highway 126/Deerhorn Road** Intersection Safety Improvements (TSP Project 80)	Improvements to sight distance and possible signage	County Road Fund	$625,000 (total) $500,000 (construction)	Funded
12	**26**		**Sears Road Fixed Object Removal** from Molitor Hill Road to Row River Road (TSP Project 128)	Removal of utility poles and trees	SFLP County Road Fund	$258,004 (total) $158,004 (construction) ($9,480)	Funded
3, 7	**27**		**Local Road Roadway Departures:** Prairie Road from OR-99 to Irvington Drive, Clear Lake Road from Territorial Highway to OR-99 & London Road from Latham Road to Fire Clay Road	Rumble strips and pavement markings	SFLP County Road Fund	$731,395 (total) $581,395 (construction) ($40,884)	Funded
5	**28**		**Cottage Grove-Lorane Road Safety Improvements** from Territorial Highway to the Cottage Grove UGB (TSP Project 32)	Barricades, curve warning signage, vegetation removal, safety edges, and rumble strips	County Road Fund	$500,000 (total) $400,000 (construction)	Funded
1	**29**		**Mercer Lake Road Reconstruction**	Pavement preservation, rumble strips, safety edges, shoulder repairs	County Road Fund	$1,105,000 (total) $884,000 (construction)	Funded
13	**30**		**E King Road Realignment** from MP 3.58 to MP 3.727	Roadway relocation and restriping	County Road Fund but potential for future FLAP award	$2,843,750 (total) $2,275,000 (construction)	Funded and potential for additional funds
4	**31**		**Fox Hollow Road Lightweight Slide Repair** from Christensen Road to County Maintenance from MP 8.922 to MP 9.329	Pavement preservation, embankment repair, guardrail replacement, crosswalk, shoulder widening	County Road Fund	$888,750 (total) $711,000 (construction)	Funded
1	**32**		**Riverview Avenue (Mapleton) Culvert Mitigation**	Final design solution TBD based on further public outreach (culvert replacement or road redesign)	County Road Fund	$718,750 (total) $575,000 (construction)	Funded

MAP NUMBER	PROJECT NUMBER	CATEGORY	NAME	SUMMARY	FUNDING SOURCE	COST ESTIMATE (W/COUNTY PORTION)	IMPLEMENTATION STATUS
12	**33**		**Row River Road Reconstruction** from the Cottage Grove UGB to Shoreview Drive (TSP Project 124b)	Additional lanes and bike lanes	County Road Fund	$1,156,250 (total) $925,000 (construction)	Funded
2	**34**		**Vaughn Road Reconstruction** from Noti Loop to Territorial Highway (TSP Project 146)	Construction to freight route standards, 12-foot travel lanes, and 6-foot shoulders	County Road Fund	$1,093,750 (total) $875,000 (construction)	Funded
12	**35**		**Sears Road Reconstruction** from MP 0.62 to E Saginaw Road (TSP Project 129)	Construction to minor collector standards, 11-foot travel lanes, and 4-foot shoulders	County Road Fund	$1,968,750 (total) $1,575,000 (construction)	Funded
5	**36**		**Territorial Highway: Gillespie Corners to Hamm Road (Phase 1)** (TSP Project 141b)	Complete design work that is underway, pavement widening, curve realignment	HB2017 (transfer) to supplement County Road Fund	$8,800,000 (total) $7,000,000 (construction) ($1,800,000)	Funded
5	**37**		**Territorial Highway: Hamm Road to Lorane (Phase 2)** (TSP Project 141c)	Roadway redesign (11-foot lanes, 6-foot shoulders), bike lanes, curve widening, guardrail upgrades, culvert replacements stormwater facility construction	HB2017 (transfer) to supplement County Road Fund	$11,750,000 (total) $10,000,000 (construction) ($1,500,000)	Funded
2	**38**		**Suttle Road Intersection Improvements** from OR-126 to Territorial Highway (TSP Project 144e)	Design and construction a safe crossing for CIP project 39	TBD	$937,500 (total) $750,000 (construction)	Not Yet Funded
2	**39**		**Territorial Highway: Elmira-Veneta Multi-Use Path Design** (TSP Project 144a) & **Construction Phase 1** (TSP Project 144b)	Design and construction of bike path to exclude bridge work until future phases	STIP/County Road Fund subject to change pending external funding (FLAP application forthcoming)	$1,408,829 (total) $1,075,330 (construction)	Partially Funded (design only)

*The Wolf Creek Road overlay, Cottage Grove-Lorane Road overlay, additional mileage for the Coburg Road overlay, and reconstruction for Nelson Mountain Road are proposed as part of this list and, if approved, will accompany detailed project descriptions and be mapped with a project number.

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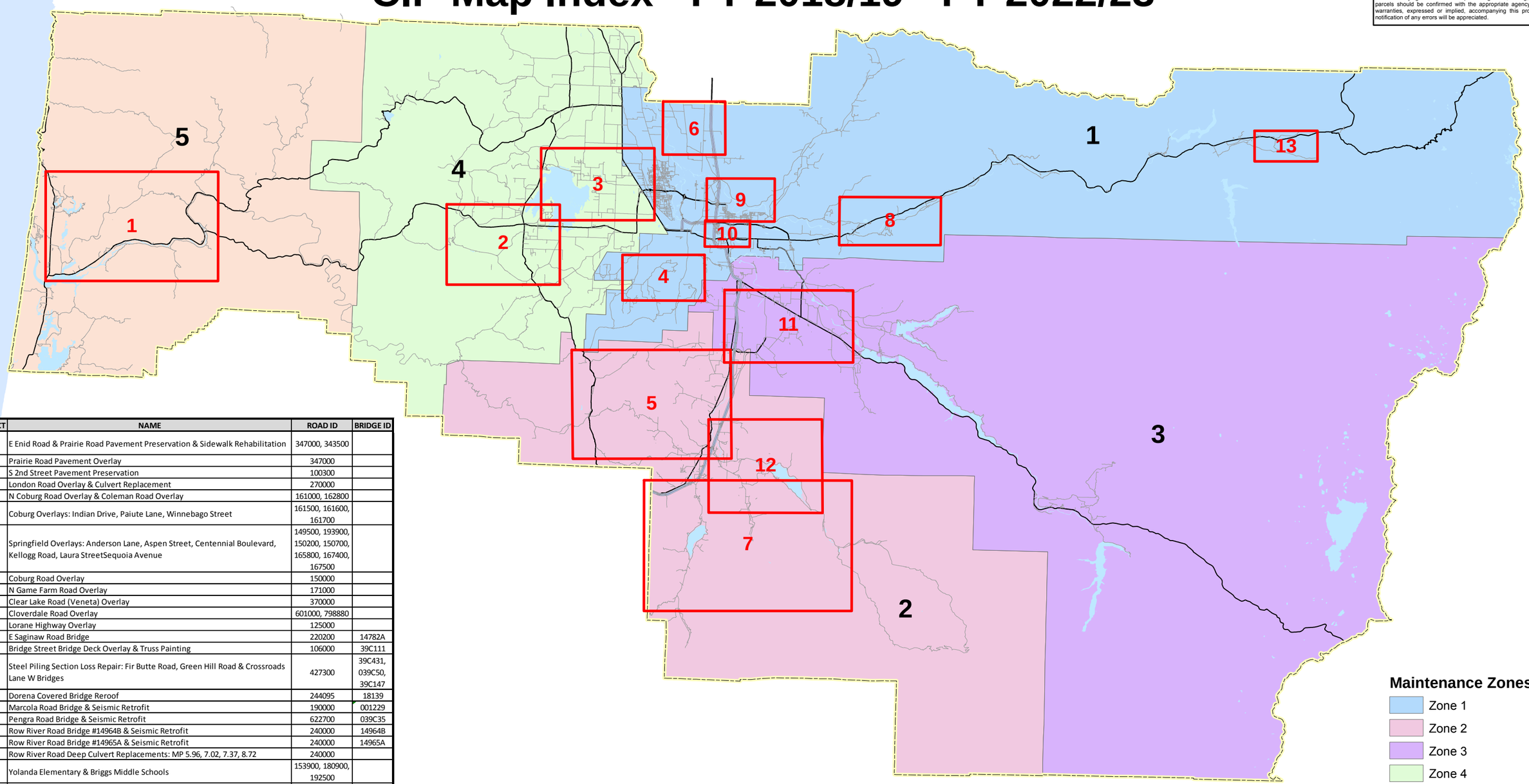
CIP Map Index - FY 2018/19 - FY 2022/23



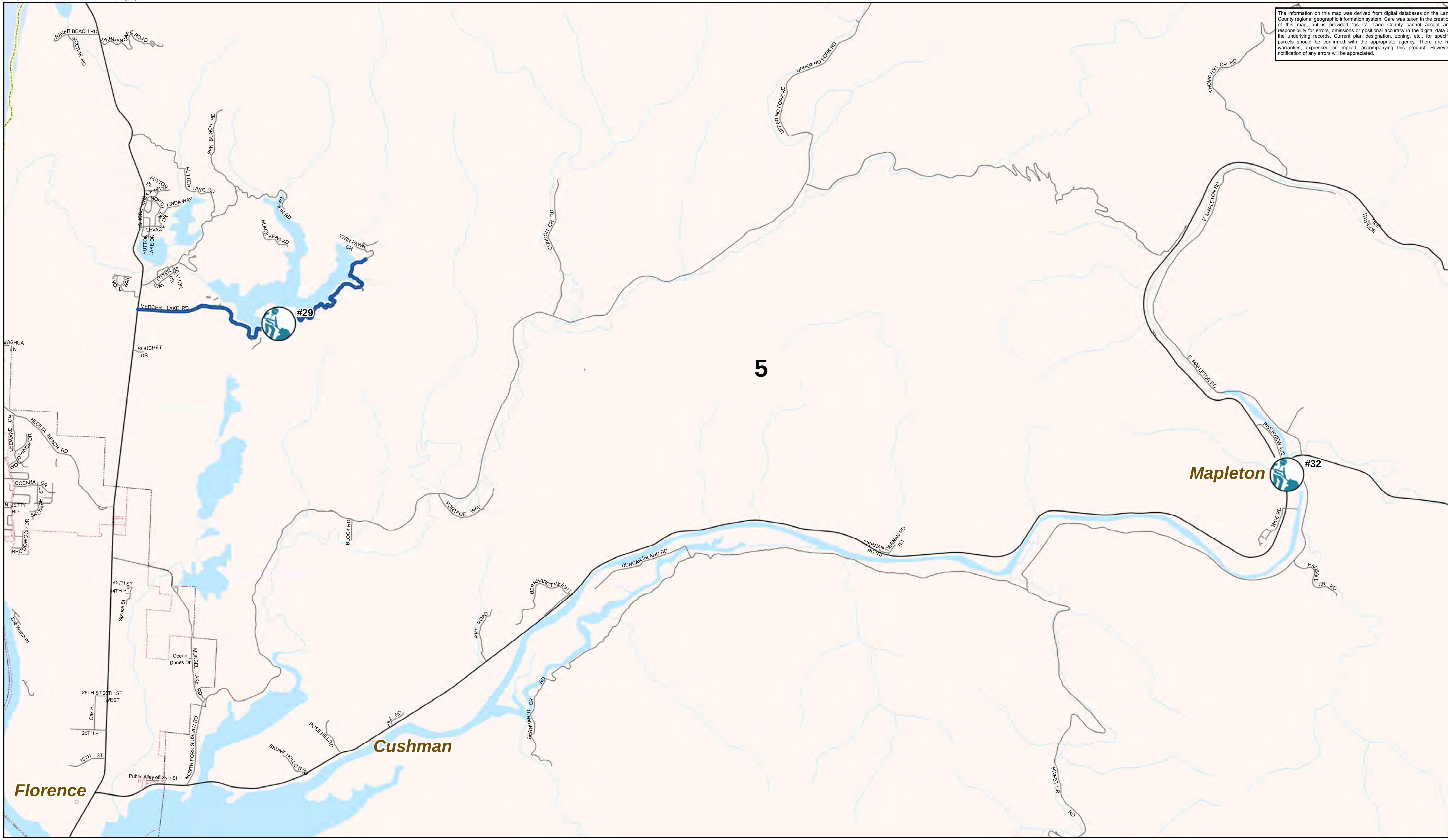
MAP	PROJECT	NAME	ROAD ID	BRIDGE ID
3	1	E Enid Road & Prairie Road Pavement Preservation & Sidewalk Rehabilitation	347000, 343500	
3	2	Prairie Road Pavement Overlay	347000	
10	3	S 2nd Street Pavement Preservation	100300	
7	4	London Road Overlay & Culvert Replacement	270000	
6	5	N Coburg Road Overlay & Coleman Road Overlay	161000, 162800	
6	6	Coburg Overlays: Indian Drive, Paiute Lane, Winnebago Street	161500, 161600, 161700	
9, 10	7	Springfield Overlays: Anderson Lane, Aspen Street, Centennial Boulevard, Kellogg Road, Laura StreetSequoia Avenue	149500, 193900, 150200, 150700, 165800, 167400, 167500	
9	8	Coburg Road Overlay	150000	
9	9	N Game Farm Road Overlay	171000	
3	10	Clear Lake Road (Veneta) Overlay	370000	
11	11	Cloverdale Road Overlay	601000, 798880	
4	12	Lorane Highway Overlay	125000	
12	13	E Saginaw Road Bridge	220200	14782A
8	14	Bridge Street Bridge Deck Overlay & Truss Painting	106000	39C111
3, 6	15	Steel Piling Section Loss Repair: Fir Butte Road, Green Hill Road & Crossroads Lane W Bridges	427300	39C431, 039C50, 39C147
7, 12	16	Dorena Covered Bridge Reroof	244095	18139
9	17	Marcola Road Bridge & Seismic Retrofit	190000	001229
11	18	Pengra Road Bridge & Seismic Retrofit	622700	039C35
12	19	Row River Road Bridge #14964B & Seismic Retrofit	240000	14964B
12	20	Row River Road Bridge #14965A & Seismic Retrofit	240000	14965A
12	21	Row River Road Deep Culvert Replacements: MP 5.96, 7.02, 7.37, 8.72	240000	
9	22	Yolanda Elementary & Briggs Middle Schools	153900, 180900, 192500	
5	23	Territorial Highway: Slide Repairs	798900	
7, 12	24	Row River Trail Crossings	240000, 254200	
8	25	Highway 126 /Deerhorn Road Intersection Safety	1058000	
12	26	Sears Road Fixed Object Removal	241000	
3, 7	27	Local Road Roadway Departures	270000, 347000, 370000	
5	28	Cottage Grove-Lorane Road Safety Improvements	260000	
1	29	Mercer Lake Road Reconstruction	524000	
13	30	E King Road Realignment	111800	
4	31	Fox Hollow Road Lightweight Slide Repair	128000	
1	32	Riverview Avenue (Mapleton) Culvert Mitigation	504000	
12	33	Row River Road Reconstruction	240000	
2	34	Vaugn Road Reconstruction	433500	
12	35	Sears Road Reconstruction	241000	
5	36	Territorial Highway: Gillespie Corners to Hamm Road Phase 1	798900	
5	37	Territorial Highway: Hamm Road to Lorane Phase 2	798900	
2	38	Territorial Highway/Suttle Road Intersection Improvements	441000	
2	39	Territorial Highway: Elmira-Veneta Multi-Use Path Phase 1	798900	

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

Road & Bridge
Capital Improvement Program
FY 2018/19 - FY 2022/23
Lane County, Oregon

Drawn By: LCISBJH
Date: 4/30/2018



Category

- Bridges & Stuctures
- Bridges & Stuctures, Right-of-Way
- Pavement Preservation
- Right-of-Way
- Infrastructure Safety
- General Construction
- Pavement Preservation, Bridges & Stuctures
- Pavement Preservation, Infrastructure Safety
- Right-of-Way, Infrastructure Safety
- Pavement Preservation, Right-of-Way, Infrastructure Safety, General Construction
- Pavement Preservation, Bridges & Stuctures, Right-of-Way, Infrastructure Safety, General Construction
- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

- County Road
- State Road
- Interstate Freeway

N

0 3,400 6,800 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH

Date: 4/26/2018

Map 1

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Design and Right-of-Way work to include the entire length shown. Construction of Phase 1 will be a portion of this segment from MP 18.7 to 19.36.

MP 18.7

MP 19.36

#34

#38

#39

4

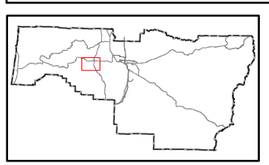
Noti

Elmira

Veneta

Crow

WARTHEN RD
SHEFFLER RD
LOIS LN
BOWEN RD
EVERS RD
FOUNTAIN RD
FALCON DR
FOR GROVE LN
POODLE CREEK RD
WALE RD
CHRISTIAN RD
KNIGHT RD
SUTTLE RD
NOTI LOOP RD
FIR ST
VAUGHN RD
RA of Glaze Rd
PENN RD
Fs off RA of Penn Rd
REENTS
Pvt RA of Fisher Gateway
BOLTON HILL RD
USORY LN
PARKER LN
TANYA LN
CONRAD RD
FAWVER DR
JEANS RD
ENGLA RD LP
VISTA DR
CHUKAR LN
ELLMAKER RD
MARINA DR
WILDWOOD RD
Luther Ln
Hope Ln
HUSTON RD (N)
HUSTON RD (S)
LAKE SIDE DR
TIDBALL LN
E Hunter Rd
Fern Meadows Ln
E BOLTON RD
BLEK DR
Oak Island Dr
ERDMAN WAY
CANTRELL RD
PERKINS RD
MILLER RD
STRAWBERRY LN
FLECK RD
PICKENS RD
MURLAND DR
GREEN RD
GRAY RD
DGE DR
THOMS RD
Pvt Rd off Fleck Rd
CENTRAL RD
MAJOLA LN
PETZOLD RD
COUGAR LN
CROW RD
DOANE RD
STURTEVANT DR



Category

- Bridges & Stuctures
- Bridges & Stuctures, Right-of-Way
- Pavement Preservation
- Right-of-Way
- Infrastructure Safety
- General Construction
- Pavement Preservation, Bridges & Stuctures
- Pavement Preservation, Infrastructure Safety
- Right-of-Way, Infrastructure Safety
- Pavement Preservation, Right-of-Way, Infrastructure Safety, General Construction
- Pavement Preservation, Bridges & Stuctures, Right-of-Way, Infrastructure Safety, General Construction
- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

- County Road
- State Road
- Interstate Freeway

N

0 2,500 5,000 Feet

LANE COUNTY OREGON

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH

Date: 4/26/2018

Map 2

Category

Symbol	Category	Symbol	Category	Symbol	Category
	Bridges & Stuctures		Infrastructure Safety		Right-of-Way, Infrastructure Safety
	Bridges & Stuctures, Right-of-Way		General Construction		Pavement Preservation, Right-of-Way, Infrastructure Safety, General Construction
	Pavement Preservation		Pavement Preservation, Bridges & Stuctures		Pavement Preservation, Bridges & Stuctures, Right-of-Way, Infrastructure Safety, General Construction
	Right-of-Way		Pavement Preservation, Infrastructure Safety		Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

County Road
State Road
Interstate Freeway

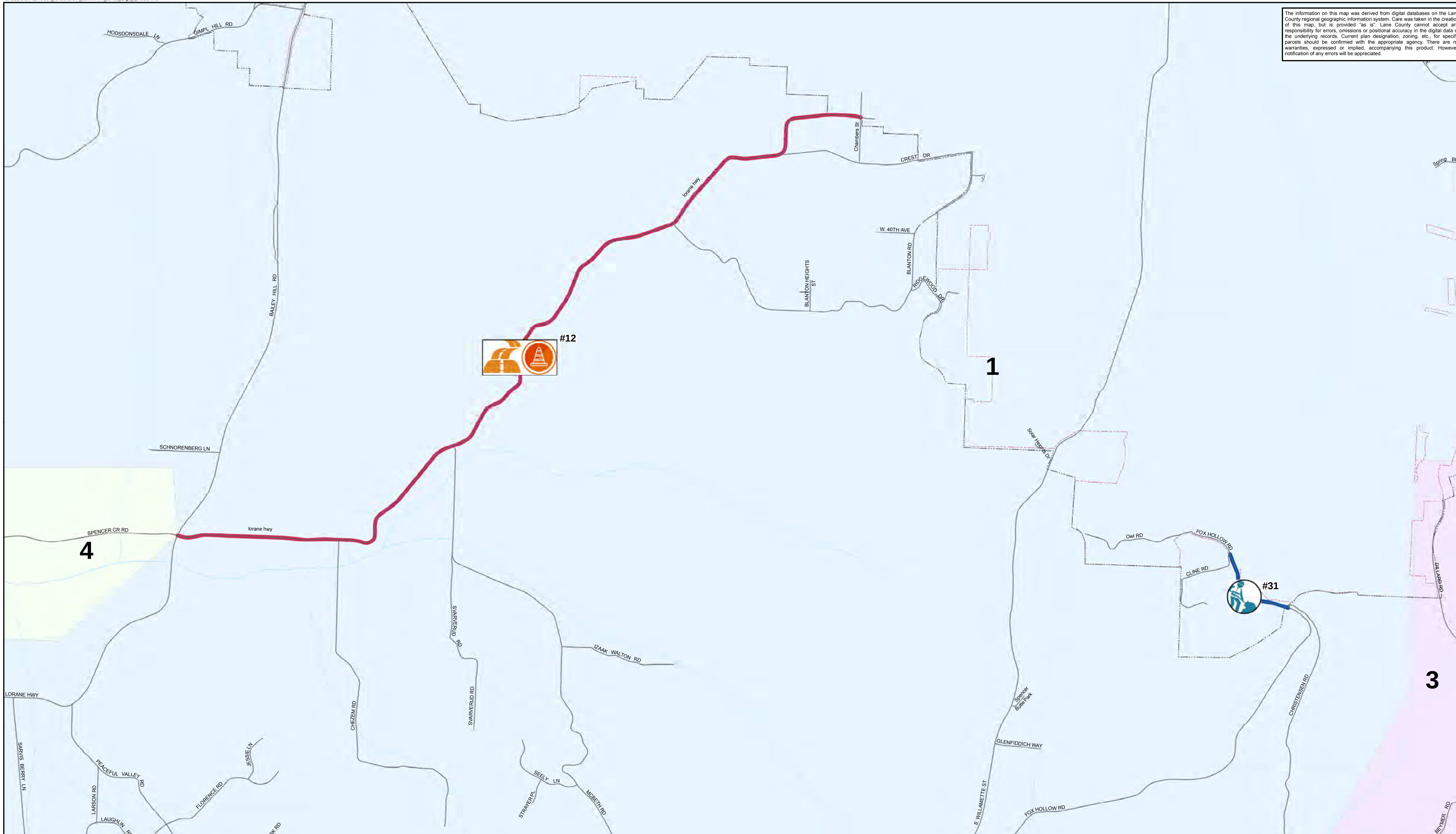
N

0 2,250 4,500 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By:	Date:	Map
LCISBJH	4/26/2018	3



Category

- Bridges & Stuctures
- Bridges & Stuctures, Right-of-Way
- Pavement Preservation
- Right-of-Way
- Infrastructure Safety
- General Construction
- Pavement Preservation, Bridges & Stuctures
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- Pavement Preservation, Bridges & Stuctures, Right-of-Way, Infrastructure Safety, General Construction
- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

- County Road
- State Road
- Interstate Freeway

N

0 1,400 2,800 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By:	Date:	Map
LCISBJH	4/26/2018	4

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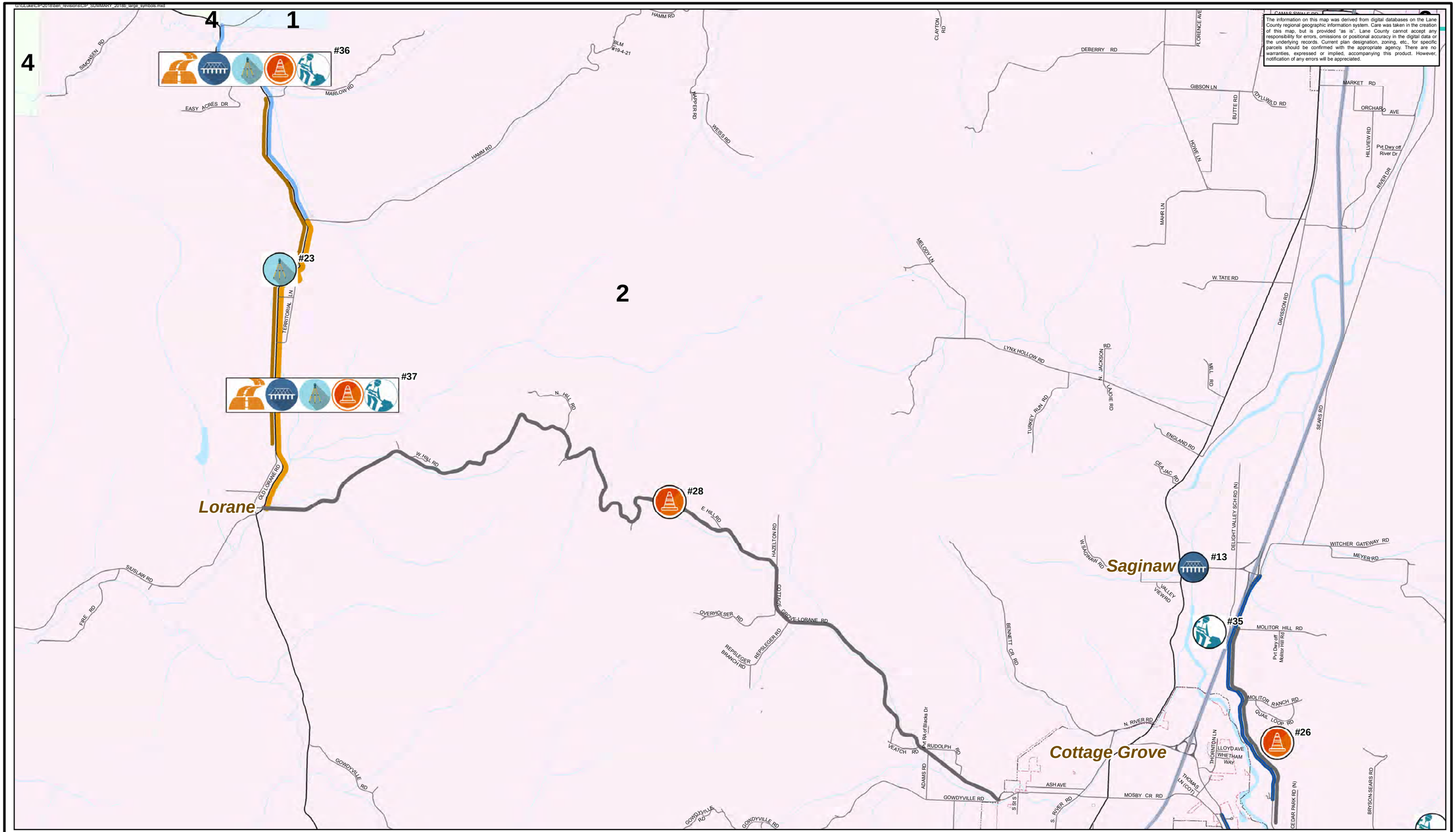

Category

- Bridges & Stuctures
- Bridges & Stuctures, Right-of-Way
- Pavement Preservation
- Right-of-Way
- Infrastructure Safety
- General Construction
- Pavement Preservation, Bridges & Stuctures
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- Right-of-Way, Infrastructure Safety
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- Pavement Preservation, Bridges & Stuctures, Right-of-Way, Infrastructure Safety, General Construction
- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

County Road
State Road
Interstate Freeway

N

0 3,400 6,800 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH
Date: 4/26/2018
Map 5

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#15

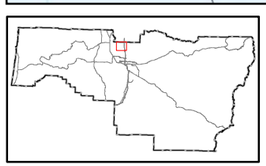
#5

#5

#6

1

W. CROSSROADS LN
E. CROSSROADS LN
HERMAN RD
COLEMAN RD
N. COBURG RD
HAYES LN
HAYES LN
LANES TURN RD
RIVERVIEW DR
COMPTON LN
POWER LINE RD
MAPLE DR
WILKINS RD
COBURG RD
LONE PINE DR
INDIAN DR
PAINE LN
RIVER RD
LASSEN LN
COBURG BOTTOM LP
STALLINGS LN
COBURG INDUST WAY



Category

- Bridges & Stuctures
- Bridges & Stuctures, Right-of-Way
- Pavement Preservation
- Right-of-Way
- Infrastructure Safety
- General Construction
- Pavement Preservation, Bridges & Stuctures
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- Pavement Preservation, Bridges & Stuctures, Right-of-Way, Infrastructure Safety, General Construction
- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

- County Road
- State Road
- Interstate Freeway

N

0 1,600 3,200 Feet

Road & Bridge
Capital Improvement Program
FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH | Date: 4/26/2018 | Map 6

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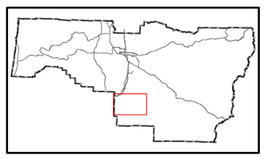
KENADY LN
DUGAN LN
LATHAM RD & 19TH ST
VALLEY VIEW LN
HULL RD
MCDOLE RD
ARNE LN
LONGVIEW LN
BURKETT RD
MARTIN CR RD
NELVIE LN
#27
HEBRON RD
RILEY LN
#4
COTTAGE GROVE RES RD
D L AISYER HILL RD
SIMPSON CT
CONNER CT
WILSON CREEK RD
CEDAR CR RD
CARMEN LN
SQUIGMIT RD
RAISOR RD
#27
WEYERHAEUSER RD
London
SHOESTRING RD
LONDON RD
LAND LN
GAROUTTE RD
SCOTT RD
MOSBY CK RD
P-K Rd off Scott Ln
Dirt Rd Off Kizer Cr Rd
ALLEN RD
BLUE MTN SCHOOL RD
PERKINS CR RD
BLUE MOUNTAIN LANE
2
SHOREVIEW DR
#24
#16
BOOTH KELLY CAMP RD
WICKS RD
RIVER RD
Dorena
LOWER BRICE CR RD
SHARPS CR RD



Category

- Bridges & Stuctures
- Bridges & Stuctures, Right-of-Way
- Pavement Preservation
- Right-of-Way
- Infrastructure Safety
- General Construction
- Pavement Preservation, Bridges & Stuctures
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- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

County Road
State Road
Interstate Freeway

N

0 4,100 8,200 Feet

Road & Bridge
Capital Improvement Program
FY 2018/19 - FY 2022/23
Lane County, Oregon

Drawn By: LCISBJH
Date: 4/26/2018
Map 7

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UPPER CAMP CR RD
HOLDEN CR LN
#14
BRIDGE ST
MADRONE ST
TWIN FIRS RD
TWIN FIRS RD
PARTRIDGE LN
DEERHORN RD
1
CAMP CR RD
KICKBUSCH LN
Walterville
PAGE RD
WALTERVILLE LN
MILLICAN RD
MILLER AVE
BRYANT LN
Pvt Rd, off Hwy 126
FLOWERDALE DR
HENDRICKS PARK RD
#25
UPLAND ST
FAWN WAY
E CEDAR FLAT RD
CEDAR FLAT RD
YORK LN
TIKI LN
CHITA LOOP
KEGLA LN
TONGA LN
KEOLA CT
GRANDVIEW DR
TAMORA DR
DOWDY LN
BOOTH KELLY RD

Category

- Bridges & Stuctures
- Bridges & Stuctures, Right-of-Way
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- Infrastructure Safety
- General Construction
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- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

County Road
State Road
Interstate Freeway

N

0 1,800 3,600 Feet

Road & Bridge
Capital Improvement Program
FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH
Date: 4/26/2018
Map 8

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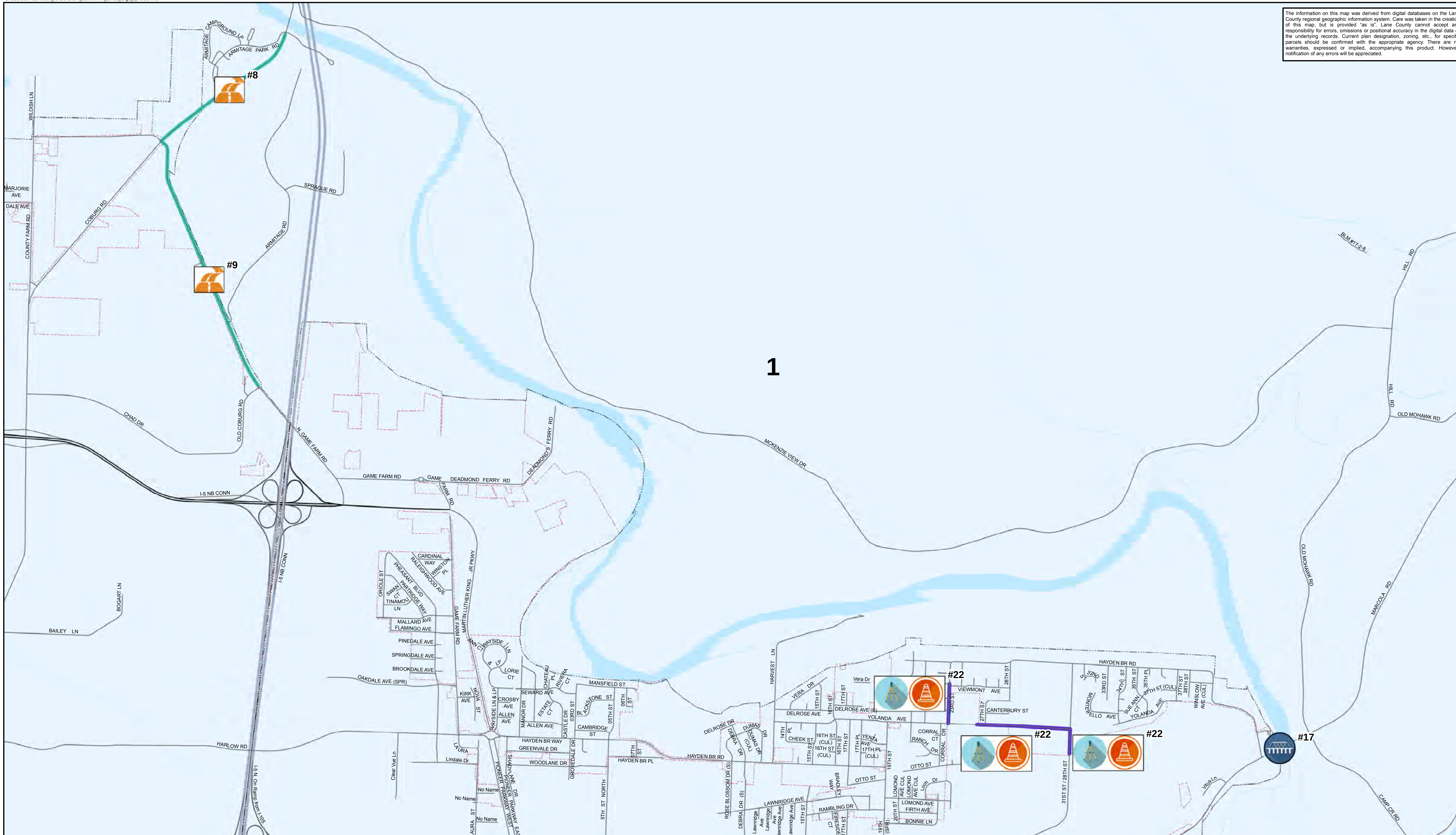

Category

- Bridges & Stuctures
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- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

- County Road
- State Road
- Interstate Freeway

N

0 1,300 2,600 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By:	Date:	Map
LCISBJH	4/26/2018	9

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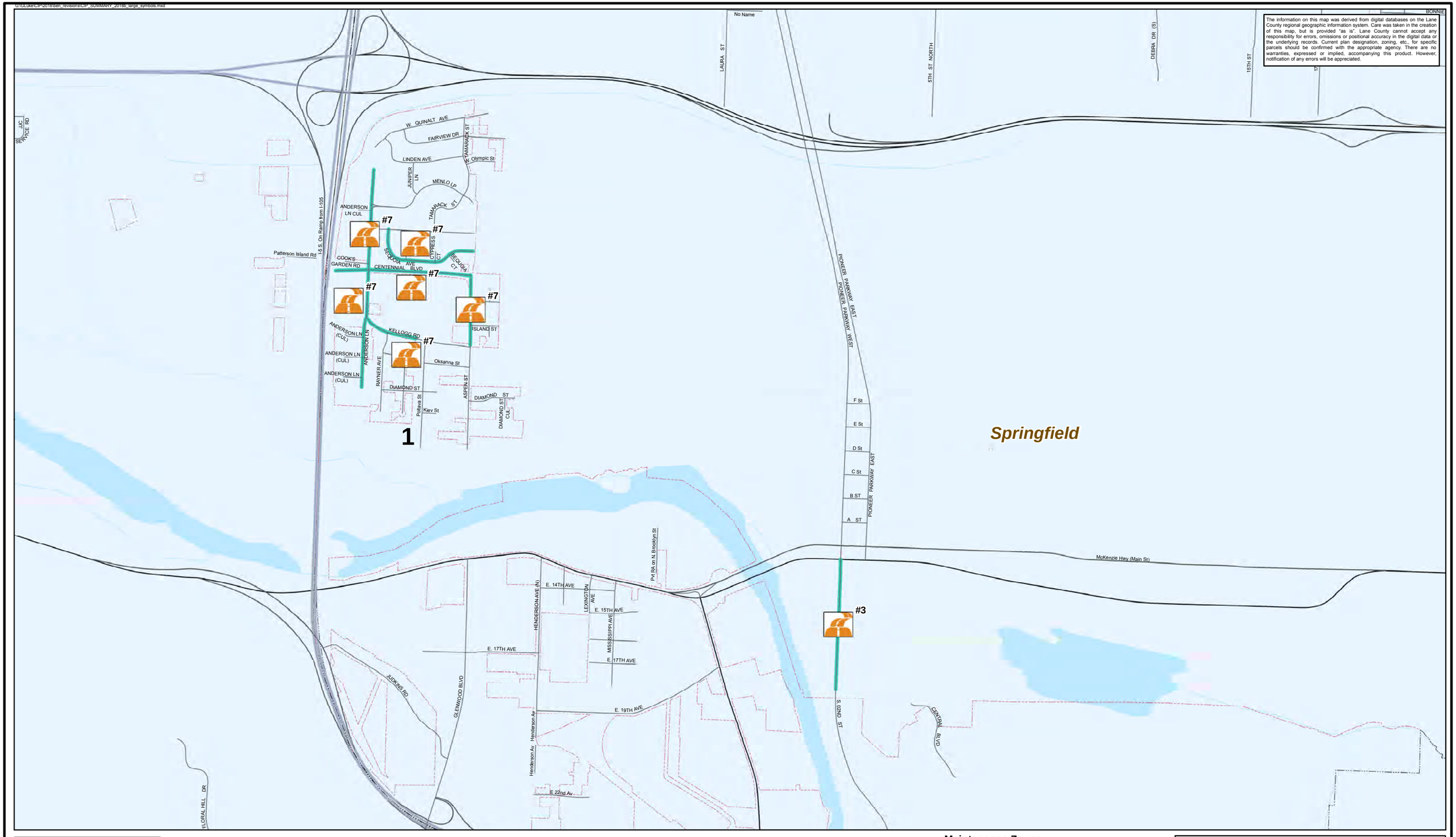

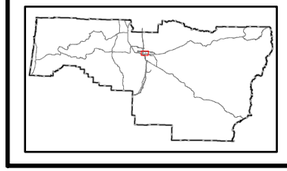

Category

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- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

County Road
State Road
Interstate Freeway

N

0 830 1,660 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH | Date: 4/26/2018 | Map 10

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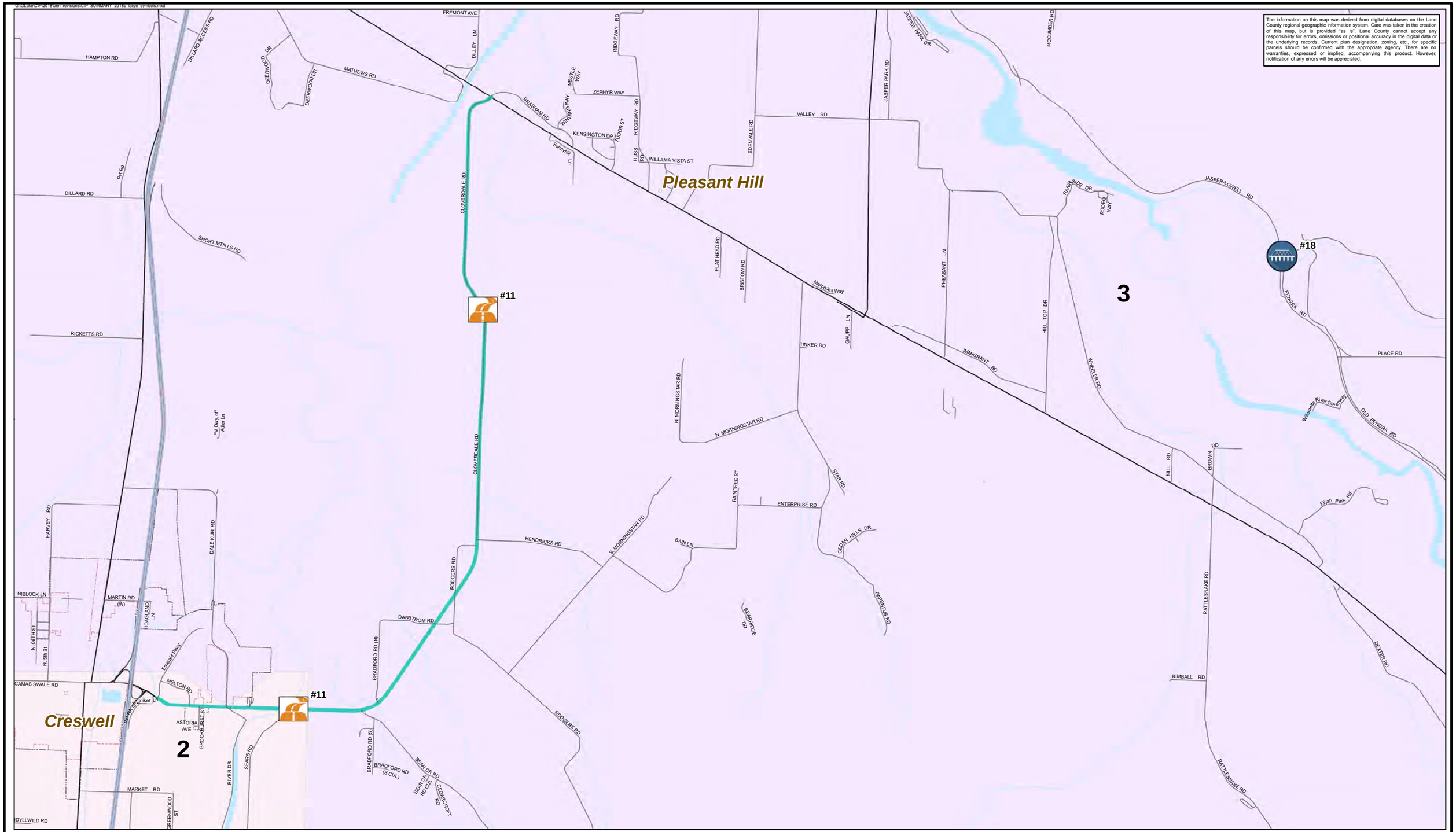

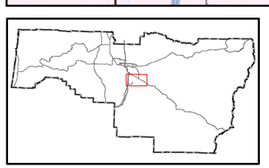

Category

- Bridges & Stuctures
- Bridges & Stuctures, Right-of-Way
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- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

County Road
State Road
Interstate Freeway

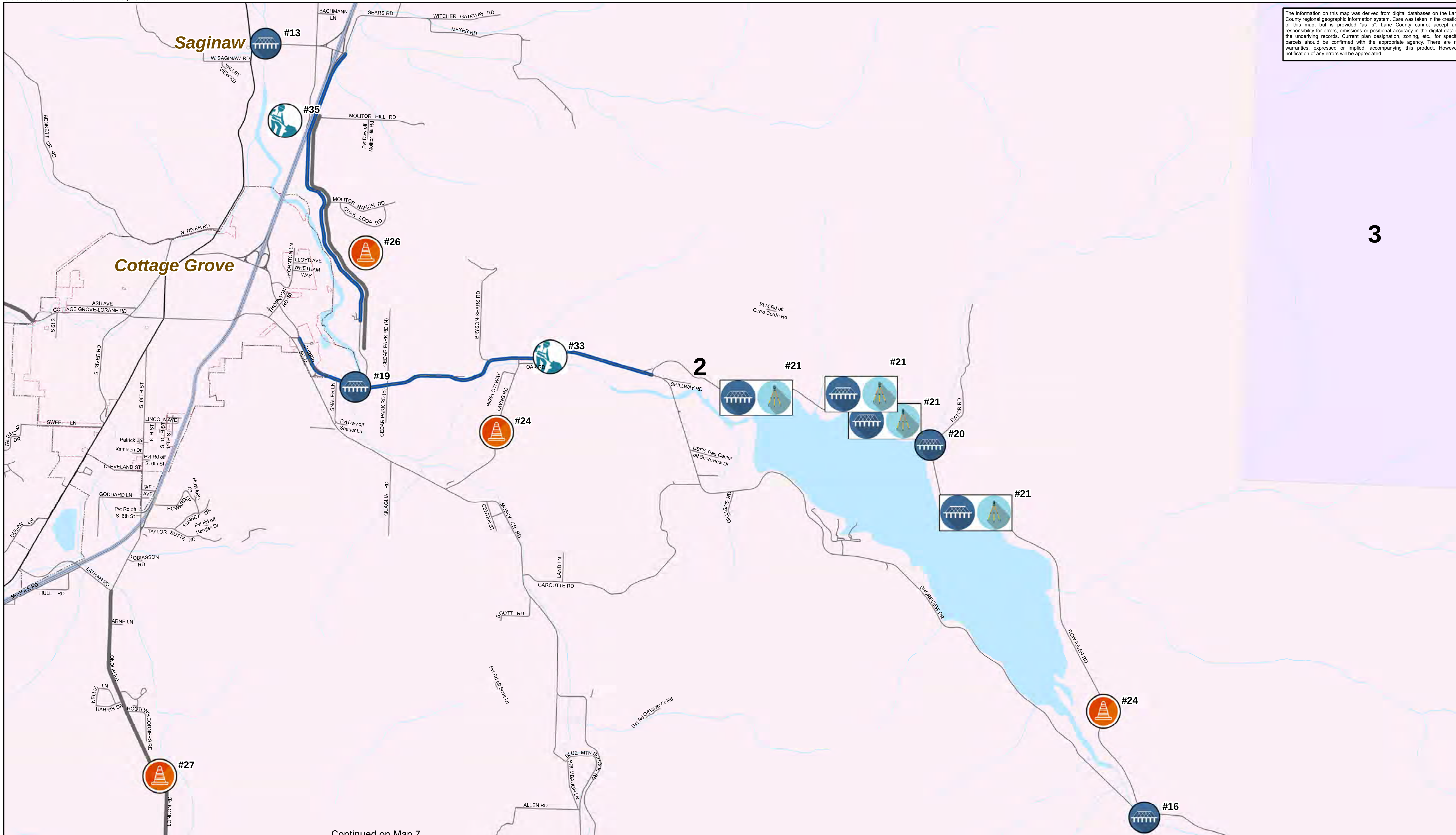
N

0 2,300 4,600 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH
Date: 4/26/2018
Map 11


Saginaw
Cottage Grove
#13
#35
#26
#19
#33
#24
#21
#21
#21
#20
#21
#24
#16
#27
2
3
W. SAGINAW RD
MOLITOR HILL RD
MOLITOR RANCH RD
QUAIL LOOP RD
N. RIVER RD
COTTAGE GROVE-LORANE RD
SPILLWAY RD
SHOREVIEW DR
ROW RIVER RD
GAROUTTE RD
LONDON RD
BRYSON-SEARS RD
CEDAR PARK RD (N)
CEDAR PARK RD (S)
BLM Rd off Cerro Gordo Rd
USFS Tree Center off Shoreview Dr
ALLEN RD
BLUE MTN SCHOOL RD
LATHAM RD
MOSBY CR RD
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Continued on Map 7

Category

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- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

- County Road
- State Road
- Interstate Freeway

N

0 2,900 5,800 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH

Date: 4/26/2018

Map 12

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Transfer Site off Hwy 126

MCKENZIE RIVER DR

TAYLOR RD

NORTH BANK RD

DELTA RD

McKenzie Bridge

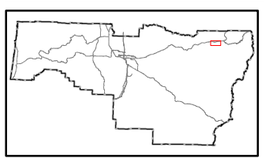
HORSE CR RD

1

E. KING RD

#30

HORSE CR RD



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- Right-of-Way, Infrastructure Safety, General Construction

Maintenance Zones

- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

- County Road
- State Road
- Interstate Freeway

N

0 1,100 2,200 Feet

Road & Bridge Capital Improvement Program FY 2018/19 - FY 2022/23

Lane County, Oregon

Drawn By: LCISBJH

Date: 4/26/2018

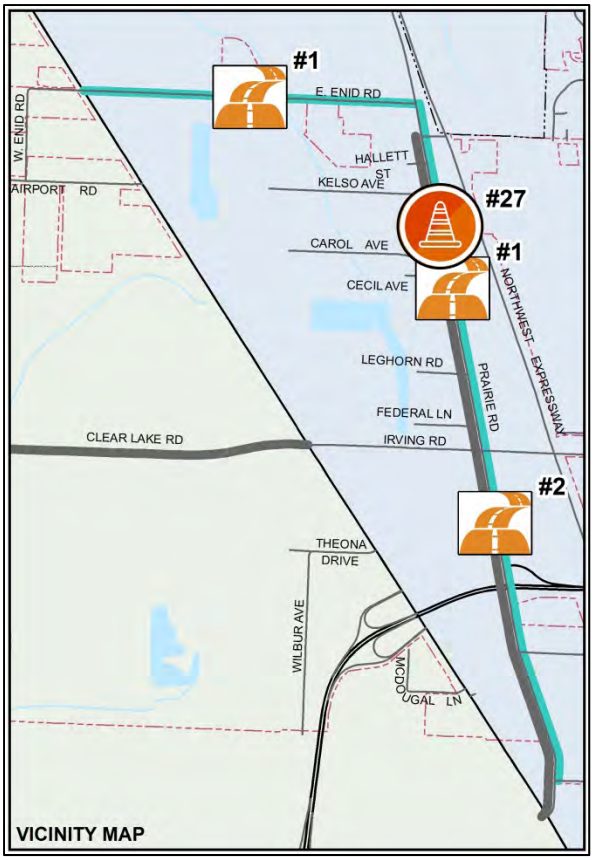
Map 13

E ENID ROAD & PRAIRIE ROAD PAVEMENT PRESERVATION & SIDEWALK REHABILITATION (MAP 3, PROJECT 1)

PROJECT LIMIT	Irving Road/HWY 99	**ROAD NAME**	Prairie Road/East Enid Road
FUNCTIONAL CLASS	Urban Minor Arterial/Urban Minor Collector	**PROJECT NUMBER**	367347001
PROJECT LENGTH	1.88 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	Grant/Contribution (STP-U)
ADT	3,650	**CRASH RATE**	0.51 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☒ (Prairie Road)
PCI	Varies	**CURBS**	☒ (Prairie Road)
WIDTH/LANES	Varies/Varies (2-3)	**BIKE LANES**	☒ (Prairie Road)

SCOPE OF IMPROVEMENTS: Pavement preservation on East Enid Road and a portion of Prairie Road; replacement of deteriorating asphalt concrete walk on the west side of Prairie Road with a new concrete sidewalk between existing sidewalks north of Carol Avenue and at Irving Road to the south to provide needed connectivity between existing sidewalks north of Carol Avenue and Irving Road to the south. Specific improvements include:

- Prairie Road, milepost 1.09 to 1.59: Replacing the asphalt walk with concrete, reconstructing curb returns, bringing intersections into compliance with ADA standards.
- Prairie Road, milepost 1.59 to 2.03: adding 7-inch mill and fill in the travel lanes, 1.5-inch mill and fill in the bike and travel lanes, and bringing curb ramps into compliance with ADA standards.
- East Enid Road: constructing a 2-inch overlay.



CURRENT ISSUES: With predominately industrial surroundings, these roads are showing significant signs of distress. Heavy truck traffic in this area has the potential to significantly accelerate this deterioration. Among many observable indicators of needed improvement, the 2003 overlay of East Enid Road is already cracking. The segment of Prairie Road identified as part of this project is also cracking, which could lead to premature failure. The existing asphalt walkway does not provide a complete, long-term connection to existing sidewalks that provide safe and convenient active transportation options to local residents.

EXISTING ROAD CONDITIONS

PRAIRIE ROAD

EAST ENID ROAD

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering	$145,000	$145,000				
Construction Engineering	$120,000	$120,000				
ODOT Costs	$24,000	$24,000				
Construction	$1,206,783	$1,206,783				
Total	$1,495,783	$1,495,783				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund[f]	$412,937	$412,937				
STP-U Funding[g]	$1,082,846	$1,082,846				
Total	$1,495,783	$1,495,783				

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒

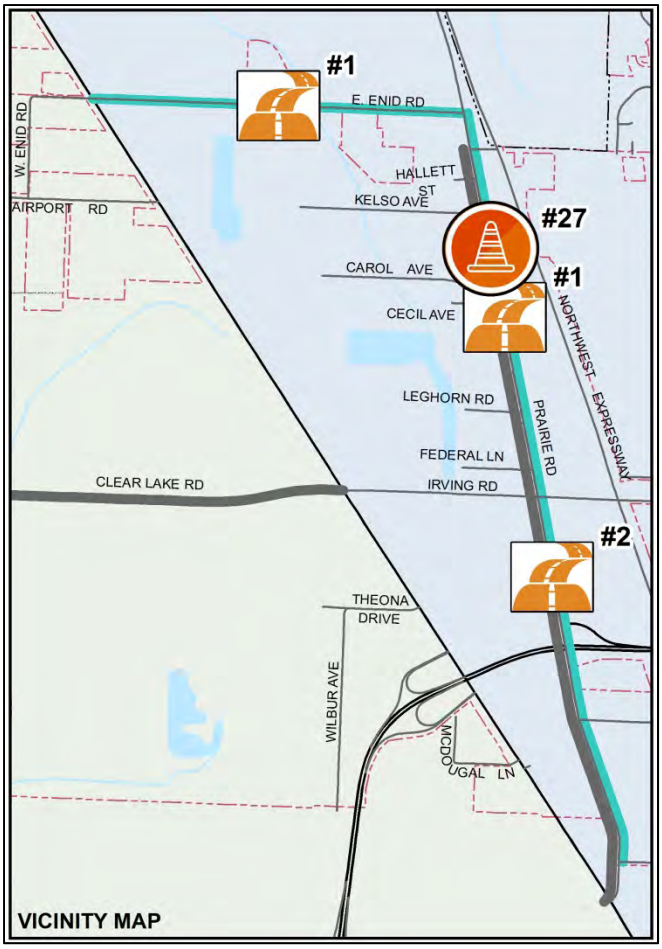
[f] The amount shown in the CIP and represents the Lane County required match for Surface Transportation Program – Urban (STP-U) funds.
[g] The amount of STP-U funds awarded to the project and represents 72.4% of project costs.

PRAIRIE ROAD PAVEMENT OVERLAY (MAP 3, PROJECT 2)

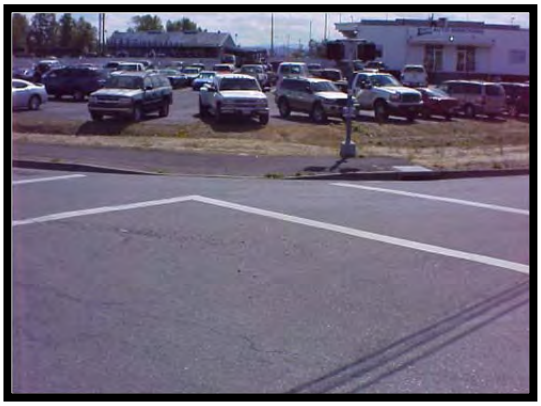
PROJECT LIMIT	Maxwell Road to Carol Avenue	**ROAD NAME**	Prairie Road
FUNCTIONAL CLASS	Urban Minor Arterial	**PROJECT NUMBER**	367347002
PROJECT LENGTH	1.42 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded (overlay only, see Project #1 for remaining funding/scope)
ADT	9,250	**CRASH RATE**	.63 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☒
PCI	Varies	**CURBS**	☒
WIDTH/LANES	2-3 (Center Turn Lane)	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Pavement preservation on the portion of Prairie Road located between Carol Avenue and Maxwell Road (milepost 0.118 to 1.589) with a full depth reclamation in the travel lanes followed by an 8-inch overlay; and a 1½-inch mill and fill in turn lanes and bike lanes. CIP Project 1 identifies STP-U funding for sidewalk and ADA ramp improvements; the remainder of the project cost will come from the County Road Fund.

CURRENT ISSUES: With predominately industrial surroundings, the road is showing significant signs of distress. Heavy truck traffic in this area has the potential to significantly accelerate this deterioration.



EXISTING ROAD CONDITIONS



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$188,152		$188,152			
Construction Engineering (12.5%)	$188,152		$188,152			
Construction	$1,505,216		$1,505,216			
Total	$1,881,520		$1,881,520			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,881,520		$1,881,520			
Total	$1,881,520		$1,881,520			

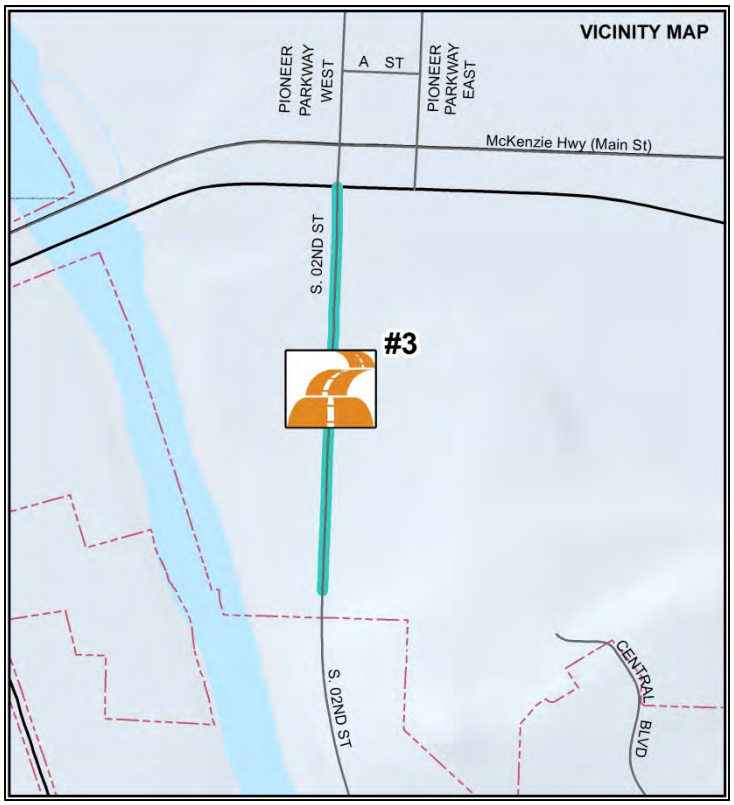
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☐

S 2ND STREET PAVEMENT PRESERVATION (MAP 10, PROJECT 3)

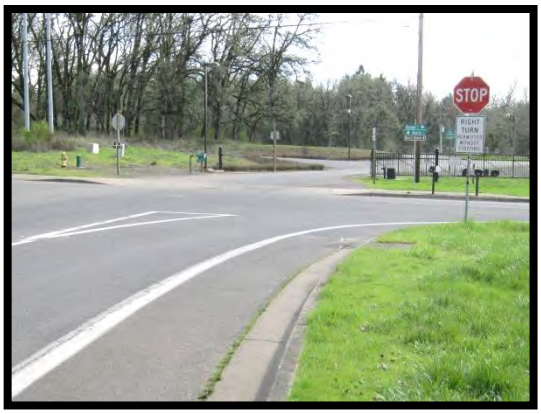
PROJECT LIMIT	MP 0.36 to 0.88	**ROAD NAME**	South 2nd Street
FUNCTIONAL CLASS	Urban Major Collector	**PROJECT NUMBER**	367702101
PROJECT LENGTH	0.52 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	Grant/Contribution (STPU)
ADT	1,300	**CRASH RATE**	0.48 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☒
PCI	64	**CURBS**	☒
WIDTH/LANES	28 feet/2	**BIKE LANES**	☒

SCOPE OF IMPROVEMENTS: Pavement preservation of the County portion of South 2nd Street from the beginning of County maintenance to Harbor drive. Specific project elements will include sidewalk repair as well as necessary replacements of sidewalk ramps to meet ADA standards. The project will also include a green bike lane at South 2nd Street's intersection with Harbor Drive.



CURRENT ISSUES: South 2nd Street has significant signs of distress; pavement preservation will serve to avoid more costly repairs in the future. Several sidewalk sections are in need of repair. The current bike lane terminates abruptly at the intersection before the park entrance, with a right-turn conflict between modes; pavement markings would significantly address this issue. Bicycle connectivity is poor between the Middle Fork Path and South 2nd Street.

EXISTING ROAD CONDITIONS



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering	$72,000	$72,000				
Construction Engineering	$71,766	$71,766				
ODOT Costs	$20,000	$20,000				
Construction	$513,000	$513,000				
Total	$676,766	$676,766				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$52,685	$52,685				
STP-U Funding	$624,081	$624,081				
Total	$676,766	$676,766				

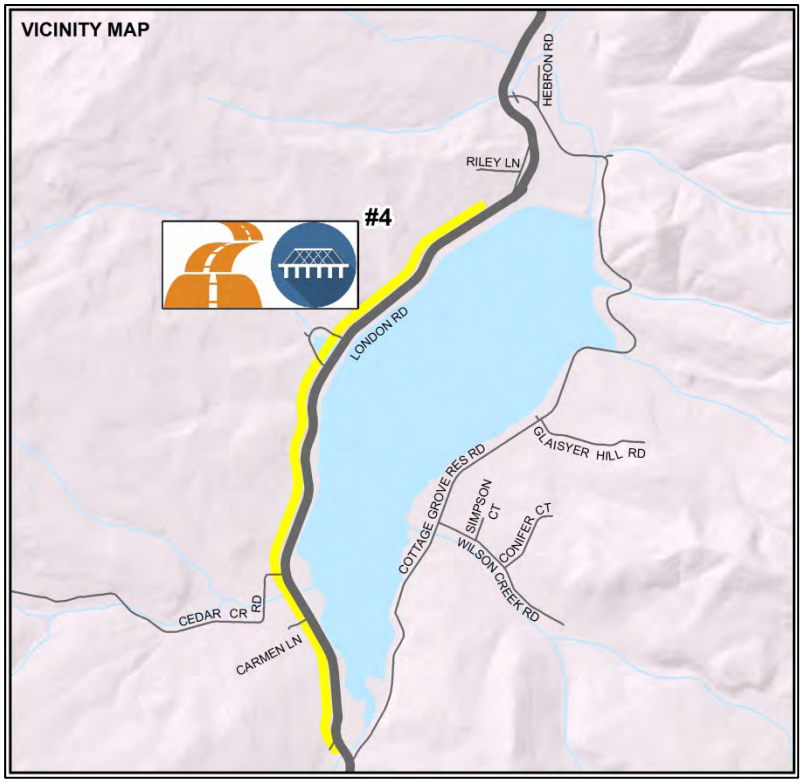
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☒
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☒	Responds to Public Requests	☐

LONDON ROAD OVERLAY & CULVERT REPLACEMENT (MAP 7, PROJECT 4)

PROJECT LIMIT	MP 3.52 to MP 6.73	**ROAD NAME**	London Road
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	367270012
PROJECT LENGTH	3.21 miles	**PROJECT CATEGORY**	Paving/Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	Grant/Contribution (FLAP)
ADT	1,100 (2010)	**CRASH RATE**	1.40 crash/mil.VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	79	**CURBS**	☐
WIDTH/LANES	30 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Pavement preservation and structural improvements will occur at London Road between milepost 3.520 and milepost 6.730. Work will include replacing the overflow culvert at Williams Creek and replacing the three corrugated metal pipe (CMP) culverts at Cedar Creek with a fish-passable structure.



CURRENT ISSUES: The three culvert pipes at Cedar Creek originally continuously spanned both London Road and the adjacent Weyerhaeuser haul road. The portion of those culverts that were beneath the Weyerhaeuser road have been replaced with a bridge. The new culvert at London road must be designed to function in conjunction with that bridge. Additionally, a temporary bypass will need to be constructed to connect to this road. All culvert work must occur during the ODFW-approved in-water work period of May 15 through November 30. Continuous-pattern rumble strips along the shoulders will be installed following the overlay work identified in Project 27 (Local Roadway Departures).

EXISTING ROAD CONDITIONS

LONDON ROAD AT MP 5.8

CEDAR CREEK CULVERTS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering	$145,000	$145,000				
Construction Engineering	$145,000	$30,000	$115,000			
WFL	$20,000	$10,000	$10,000			
Overlay Construction	$1,408,524		$1,408,524			
Culvert Construction	$170,245		$170,245			
Total	$1,888,769	$355,245	$1,533,524			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$327,885	$212,885	$115,000			
FLAP Funding	$1,560,884	$142,360	$1,418,524			
Total	$1,888,769	$355,245	$1,533,524			

PROJECT BENEFITS

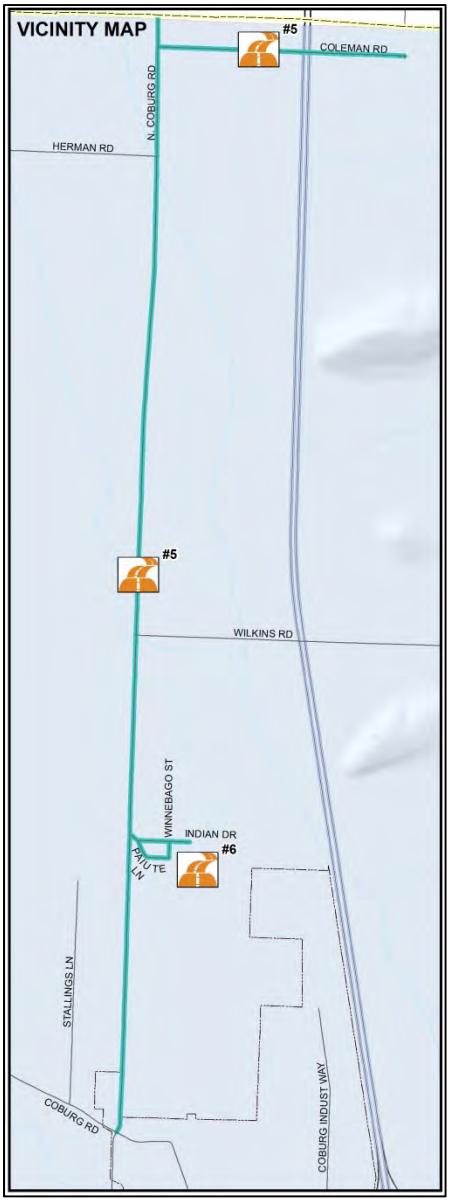
Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☐

N COBURG ROAD OVERLAY & COLEMAN ROAD OVERLAY (MAP 6, PROJECT 5)

PROJECT LIMIT	North Coburg Road: MP 0.00 to 4.12 Coleman Road: MP 0.00 to 0.91	**ROAD NAME**	North Coburg Road & Coleman Road
FUNCTIONAL CLASS	Rural Major Collector/ Rural Local Road	**PROJECT NUMBERS**	367162801 & 367161001
PROJECT LENGTH	4.115/0.909 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	1,140/440	**CRASH RATE**	1.05 crashes/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	71/81	**CURBS**	☐
WIDTH/LANES	30 feet/2 22 feet/2	**BIKE LANES**	☐

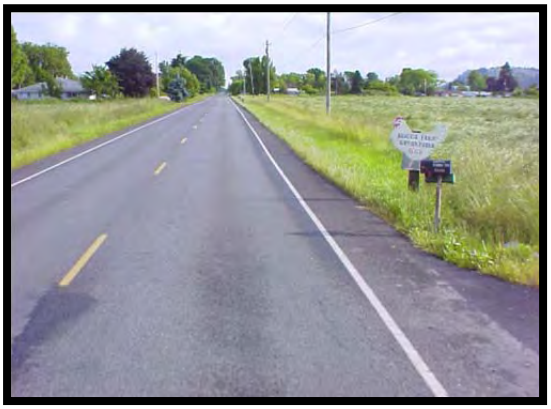
SCOPE OF IMPROVEMENTS: Work will entail pavement preservation of North Coburg Road between Coburg Road and the northern limits of Lane County from milepost 0.00 to milepost 4.12 (+/-) and Coleman Road from milepost 0.00 to milepost 0.91 (+/-). The North Coburg Road portion will be a 2-inch overlay and will also include the upgrade of ADA ramps at the Coburg Road intersection in conjunction with a City of Coburg upgrade of a traffic island and beacon at the school crossing. The Coleman Road portion will consist of 4-inch shoulder repairs and 1.5-inch overlay and will skip the portion over Interstate 5.

CURRENT ISSUES: North Coburg Road has significant signs of distress; pavement preservation will serve to avoid more costly repairs in the future. Coleman Road shoulders are showing significant longitudinal cracking; shoulder pavement repair and an overlay will serve to avoid more costly repairs in the future.



EXISTING ROAD CONDITIONS

NORTH COBURG ROAD



COLEMAN ROAD

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (15%)	$133,085	$133,085				
Construction Engineering (12%)	$110,904	$110,904				
Construction	$887,233	$887,233				
Total	$1,131,222	$1,131,222				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,131,222	$1,131,222				
Total	$1,131,222	$1,131,222				

PROJECT BENEFITS

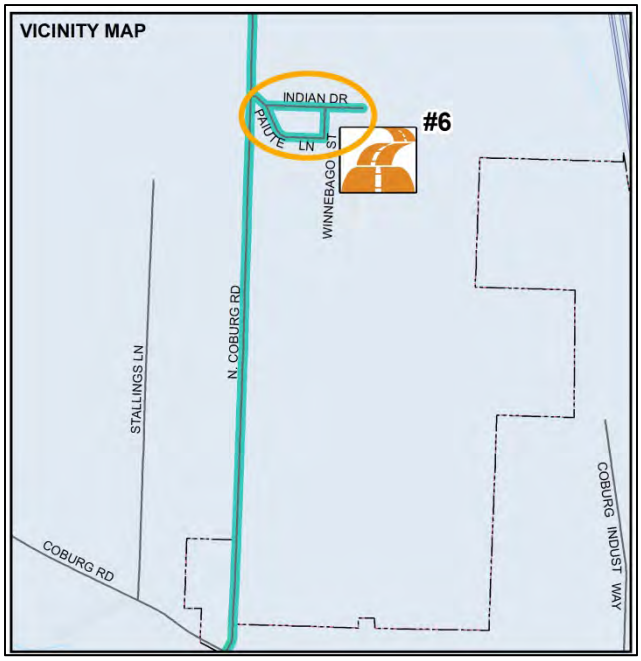
Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

COBURG OVERLAYS (MAP 6, PROJECT 6)

PROJECT LIMIT	MP 0.000 to 0.189 MP 0.000 to 0.187 MP 0.000 to 0.062	**ROAD NAME**	Indian Drive (ID) Paiute Lane (PL) Winnebago Street (WS)
FUNCTIONAL CLASS	Rural Local	**PROJECT NUMBER**	Unassigned (TBA)
PROJECT LENGTH	0.189 miles (ID) 0.187 miles (PL) 0.062 miles (WS)	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	No Data	**CRASH RATE**	N/A
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	71; 66; 65	**CURBS**	☒
WIDTH/LANES	25 feet/2 25 feet/2 23 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: This project will involve removing and replacing the asphalt concrete pavement on Indian Drive, Paiute Lane, and Winnebago Street. Two valley gutters will also require repair and/or replacement due to showing signs of distress. Isolated curb and gutter sections are scheduled for repair.

CURRENT ISSUES: Indian Drive, Paiute Lane, and Winnebago Street all have significant amounts of block and alligator cracking. In some areas, the asphalt pavement is cracked through to the aggregate base. Yearly maintenance is required to keep these roads from raveling apart. Some curbed sections have separated from the gutter pan and two concrete valley gutters have large cracking throughout.



EXISTING ROAD CONDITIONS

WINNEBAGO STREET

INDIAN DRIVE

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$15,500		$15,500			
Construction Engineering (12.5%)	$15,500		$15,500			
Construction	$124,000		$124,000			
Total Cost	$155,000		$155,000			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$155,000		$155,000			
Total Fund	$155,000		$155,000			

PROJECT BENEFITS

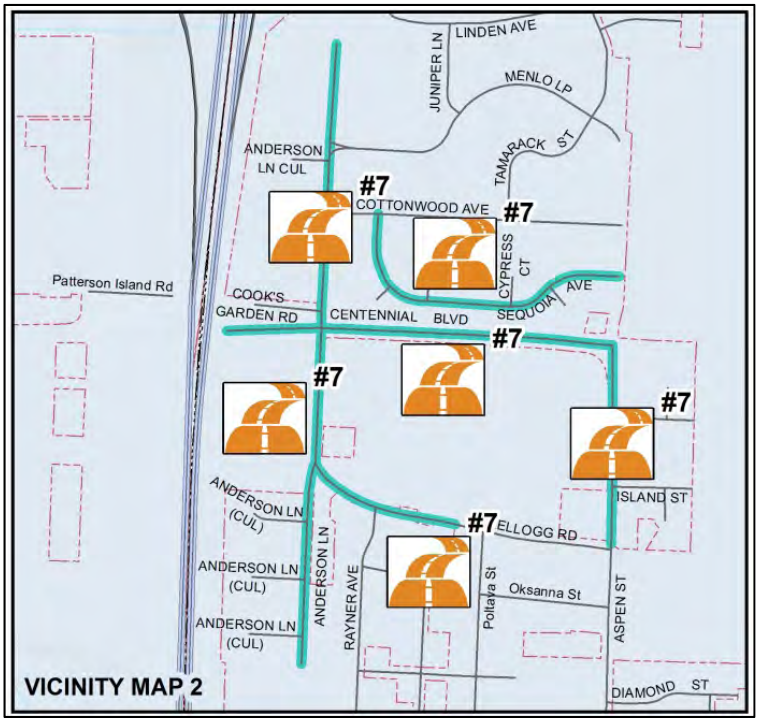
Safety Improvement	☐	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

SPRINGFIELD OVERLAYS (MAPS 9 & 10, PROJECT 7)

PROJECT LIMIT	Varies (limited to County jurisdiction)	**ROAD NAME**	Anderson Lane, Aspen Street, Centennial Boulevard, Kellogg Road, Sequoia Avenue
FUNCTIONAL CLASS	Varies	**PROJECT NUMBERS**	Varies
PROJECT LENGTH	1.868 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	9,780 (Centennial)	**CRASH RATE**	1.28 crashes/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☒ (Not All Streets)
PCI	Varies	**CURBS**	☒ (Not All Streets)
WIDTH/LANES	Varies	**BIKE LANES**	☒ (Centennial)

SCOPE OF IMPROVEMENTS: Pavement preservation of the County portions of Anderson Lane, Aspen Street, Centennial Boulevard, Kellogg Road, and Sequoia Avenue. Project elements will include replacements of sidewalk ramps to meet ADA standards in all locations. Other specific improvements include:

- Anderson Lane: milepost 0.00 to milepost 0.301: 1.5-inch overlay.
- Aspen Street: milepost 0.00 to milepost 0.441: 1.5-inch overlay.
- Centennial Boulevard: milepost 0.00 to milepost 0.35: 6-inch mill and fill in the travel lanes.
- Kellogg Road: milepost 0.00 to milepost 0.277: 1.5-inch overlay.
- Sequoia Avenue: milepost 0.00 to milepost 0.28: 4-inch mill and fill the entire width.



CURRENT ISSUES: These roads have significant signs of wear; pavement preservation will improve the quality of these roads and serve to avoid more costly repairs in the future. Several sidewalk ramps require replacement or redesign to meet ADA standards.

EXISTING ROAD CONDITIONS

CENTENNIAL BOULVARD

KELLOG ROAD

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (15%)	$175,130	$175,130				
Construction Engineering (12.5%)	$145,941	$145,921				
Construction	$1,075,937	$1,075,937				
Total	$1,396,988	$1,396,988				

FUNDING SOURCES

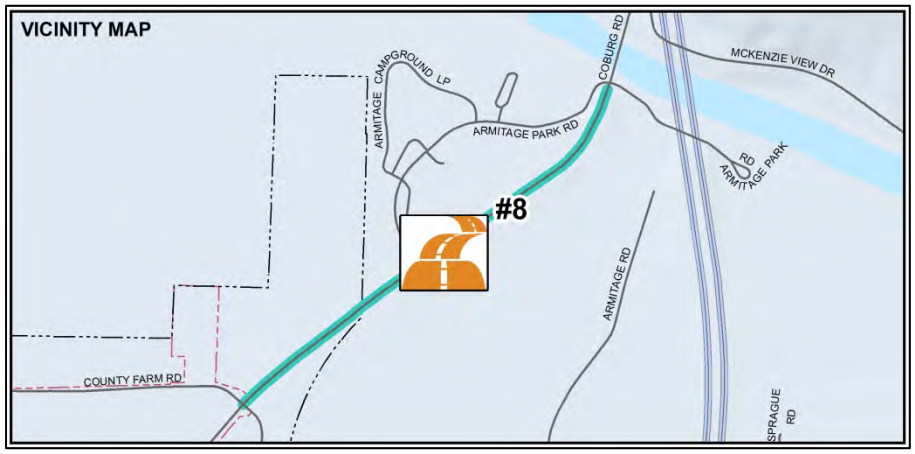
Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,396,988	$1,396,988				
Total	$1,396,988	$1,396,988				

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Responds to Public Requests	☐

COBURG ROAD OVERLAY (MAP 9, PROJECT 8)

PROJECT LIMIT	MP 4.163 to 4.836	**ROAD NAME**	Coburg Road
FUNCTIONAL CLASS	Urban Minor Arterial/Rural Minor Arterial	**PROJECT NUMBER**	367150005
PROJECT LENGTH	0.673 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	8,200	**CRASH RATE**	0.41 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☒ (Partial)
PCI	78	**CURBS**	☒ (Partial)
WIDTH/LANES	53 feet/2	**BIKE LANES**	☒



SCOPE OF IMPROVEMENTS: This project includes pavement preservation between County Farm Road and the southern Armitage Bridge approach (milepost 4.163 to milepost 4.836). The project consists of a 2-inch mill and fill from fog line to fog line and leaves the bike lanes untouched. The project will also include ADA ramp upgrades at the intersection of Game Farm Road and upgrades to the end treatments of the existing guardrail.

CURRENT ISSUES: Coburg Road shows cracking in the travel lanes and general wear and tear. The ramps at the intersection of Game Farm Road require upgrades to meet current ADA standards.

EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$62,589	$62,589				
Construction Engineering (12.5%)	$62,589	$62,589				
Construction	$500,709	$500,709				
Total Cost	$625,887	$625,887				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$625,887	$625,887				
Total Fund	$625,887	$625,887				

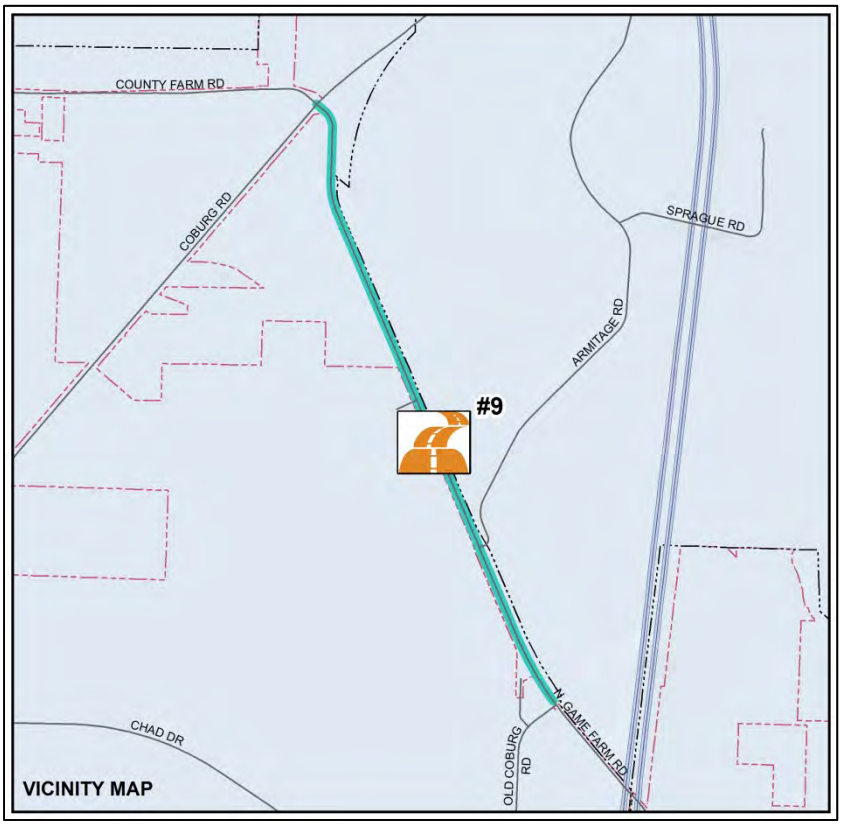
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

N GAME FARM ROAD OVERLAY (MAP 9, PROJECT 9)

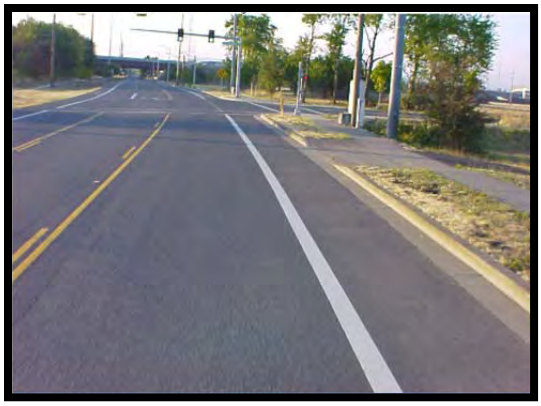
PROJECT LIMIT	MP 0.680 to 1.69	**ROAD NAME**	North Game Farm Road
FUNCTIONAL CLASS	Urban Major Collector	**PROJECT NUMBER**	367171005
PROJECT LENGTH	1.01 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	5,450	**CRASH RATE**	0.55 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☒ (West Side)
PCI	71	**CURBS**	☒ (West Side)
WIDTH/LANES	46 feet/2	**BIKE LANES**	☒

SCOPE OF IMPROVEMENTS:
This project scope consists of pavement preservation from the beginning of County road maintenance at old Coburg Road to the intersection of Coburg Road from milepost 0.680 to milepost 1.690. Work may include a 3-inch mill and fill from the bike lane stripe to the solid center turn lane stripe on each travel lane to cover the intersections at Old Coburg Road and Crescent Avenue. Bike lanes will remain untouched. The project will also include upgrading ADA ramps at affected intersections and will include the ADA ramps at Bermuda Drive. Safety improvements may include the addition of a striped bike buffer median.



CURRENT ISSUES: North Game Farm road shows cracking in the travel lanes and general wear and tear. The ramps at the intersection of Old Coburg Road, Crescent Avenue, and Bermuda Drive require upgrades to meet current ADA standards. This project will also consider vehicle detection at traffic signals (“signal loops”).

EXISTING ROAD CONDITIONS



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$69,125		$69,125			
Construction Engineering (12.5%)	$69,125		$69,125			
Construction	$553,000		$553,000			
Total	$691,250		$691,250			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$691,250		$691,250			
Total	$691,250		$691,250			

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

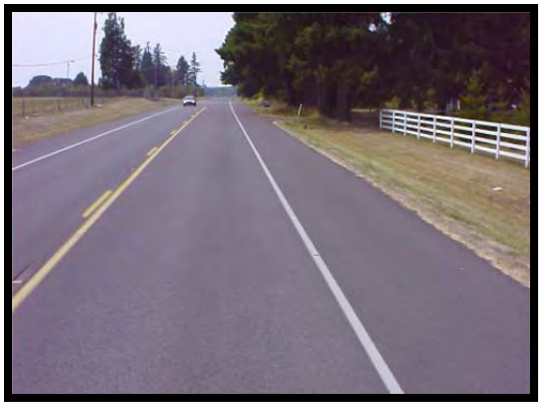
CLEAR LAKE ROAD (VENETA) OVERLAY (MAP 3, PROJECT 10)

PROJECT LIMIT	MP 0.0 to 8.391	**ROAD NAME**	Clear Lake Road
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	360289904
PROJECT LENGTH	8.391 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	4,490	**CRASH RATE**	0.59 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	83 (Average)	**CURBS**	☐
WIDTH/LANES	40 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Specific project elements include asphalt-concrete pavement repairs and safety measures, which include: the addition of the latest-approved, energy-absorbing guardrail crash-terminals.

CURRENT ISSUES: Clear Lake Road is beginning to show signs of pavement distress. Transverse and alligator cracking is throughout much of the roadway; pavement preservation will serve to avoid more costly repairs in the future. The existing guardrail terminals are substandard and need to be removed and replaced with updated terminals that have proven to be safer and more effective in preventing vehicle roll-overs upon impact. Following this overlay work, the scope of work for Project 27 identifies the installation of continuous-pattern centerline and shoulder rumble strips to reduce head-on collisions and roadway departures.

EXISTING ROAD CONDITIONS



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$204,000			$204,000		
Construction Engineering (12.5%)	$204,000			$204,000		
Construction	$1,632,000			$1,632,000		
Total	$2,040,000			$2,040,000		

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$2,040,000			$2,040,000		
Total	$2,040,000			$2,040,000		

PROJECT BENEFITS

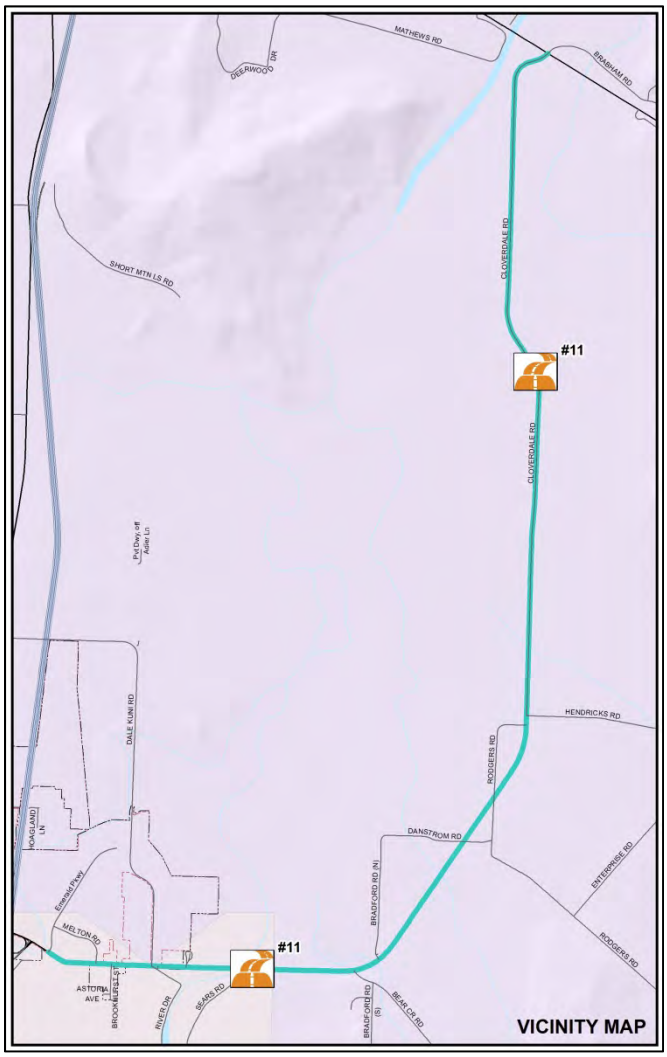
Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Responds to Public Requests	☐

CLOVERDALE ROAD OVERLAY (MAP 11, PROJECT 11)

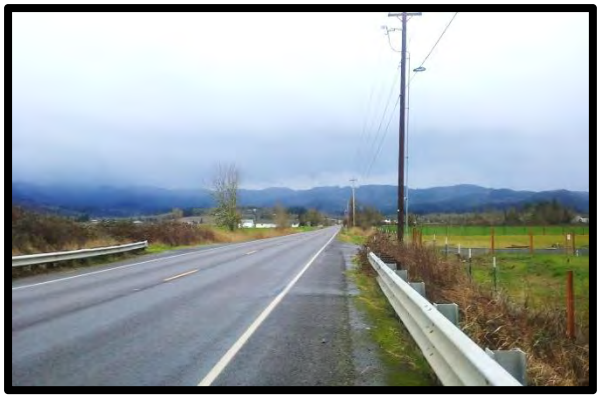
PROJECT LIMIT	Emerald Parkway (Creswell) to OR 58	**ROAD NAME**	Cloverdale Road
FUNCTIONAL CLASS	Rural Minor Arterial	**PROJECT NUMBER**	Unassigned (TBA)
PROJECT LENGTH	6.3 miles (+/-)	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	2,200	**CRASH RATE**	1.19 crashes/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	67	**CURBS**	☐
WIDTH/LANES	25 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Pavement preservation and safety improvements for the County portion of Cloverdale Road from Emerald Parkway to OR 58 will include asphalt-concrete pavement repairs and safety measures. Specific safety measures may include: the addition of the latest-approved, energy-absorbing guardrail crash-terminals; the installation of a centerline and continuous-pattern rumble strips to reduce head-on collisions; and, the incorporation of pavement safety edges to increase roadway recovery upon vehicular departure from the shoulder of the roadway.

CURRENT ISSUES: Cloverdale Road between Emerald Parkway and Hendricks Road is currently under ODOT's jurisdiction. This segment of road is being transferred to Lane County as part of HB2017. Existing sidewalk ramps within Creswell city limits may need upgrades for ADA compliance.



EXISTING ROAD CONDITIONS



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$84,500			$84,500		
Construction Engineering (12.5%)	$84,500			$84,500		
Construction	$1,118,000			$1,118,000		
Total	$1,287,000			$1,287,000		

FUNDING SOURCES

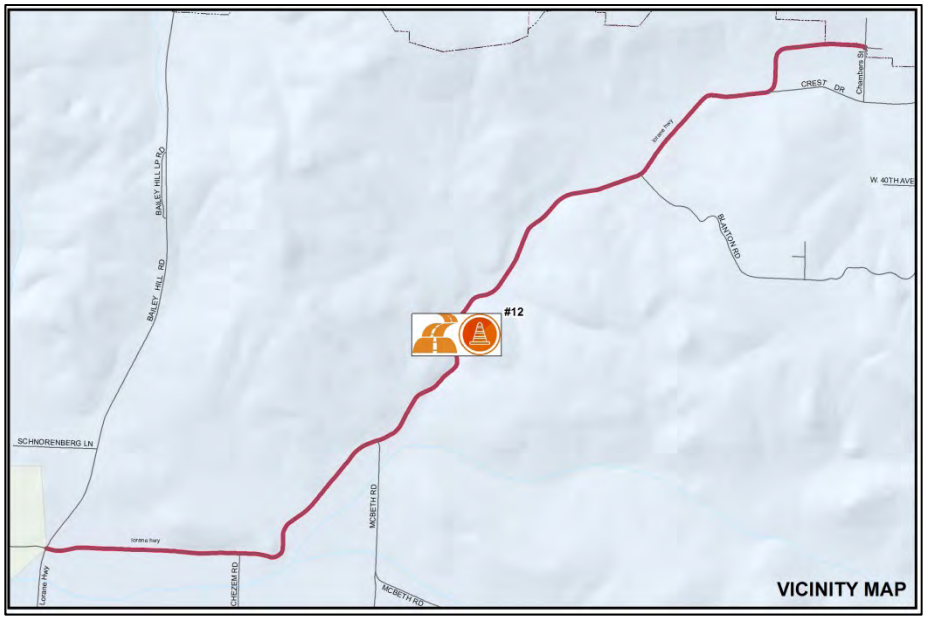
Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,287,000			$1,287,000		
Total	$1,287,000			$1,287,000		

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

LORANE HIGHWAY OVERLAY (MAP 4, PROJECT 12)

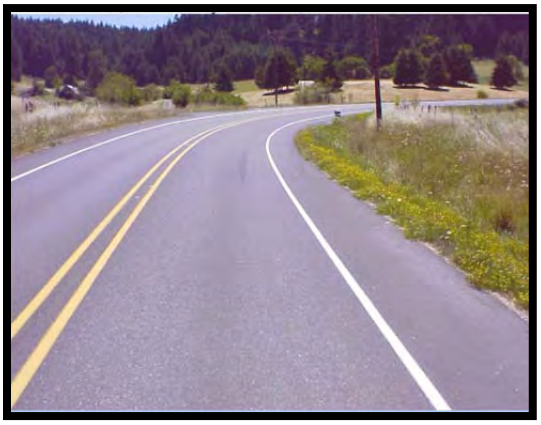
PROJECT LIMIT	MP 1.850 to MP 5.916	**ROAD NAME**	Lorane Highway
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	Unassigned (TBA)
PROJECT LENGTH	4.066 miles	**PROJECT CATEGORY**	Pavement Preservation
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	1,830	**CRASH RATE**	0.87 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete over Asphalt Concrete	**SIDEWALKS**	☐
PCI	78 (2016 Average)	**CURBS**	☐
WIDTH/LANES	Varies (26 feet to 30 feet along this segment and up to 32 feet along entire road)/2	**BIKE LANES**	☐



SCOPE OF IMPROVEMENTS: As a component of a larger effort to improve the function of the roadway for all users, pavement preservation will improve the condition of the road. This overlay will prevent more costly maintenance and repairs and will address other Lane County priorities. The Lane County TSP (2017) identifies Lorane Highway as a County-designated Emergency Transportation Route. Accordingly, this overlay will assist in preserving the function for emergency response.

CURRENT ISSUES: This well-traveled segment of Lorane Highway received a single chip seal treatment in 2011. Due to the lack of bike lanes and no work identified in this CIP cycle for reconstruction or realignment, multiple users of the road require safe travel surfaces along the highway.

EXISTING ROAD CONDITIONS



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$125,000				$125,000	
Construction Engineering (12.5%)	$125,000				$125,000	
Construction	$1,000,000				$1,000,000	
Total	$1,250,000				$1,250,000	

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,250,000				$1,250,000	
Total	$1,250,000				$1,250,000	

PROJECT BENEFITS

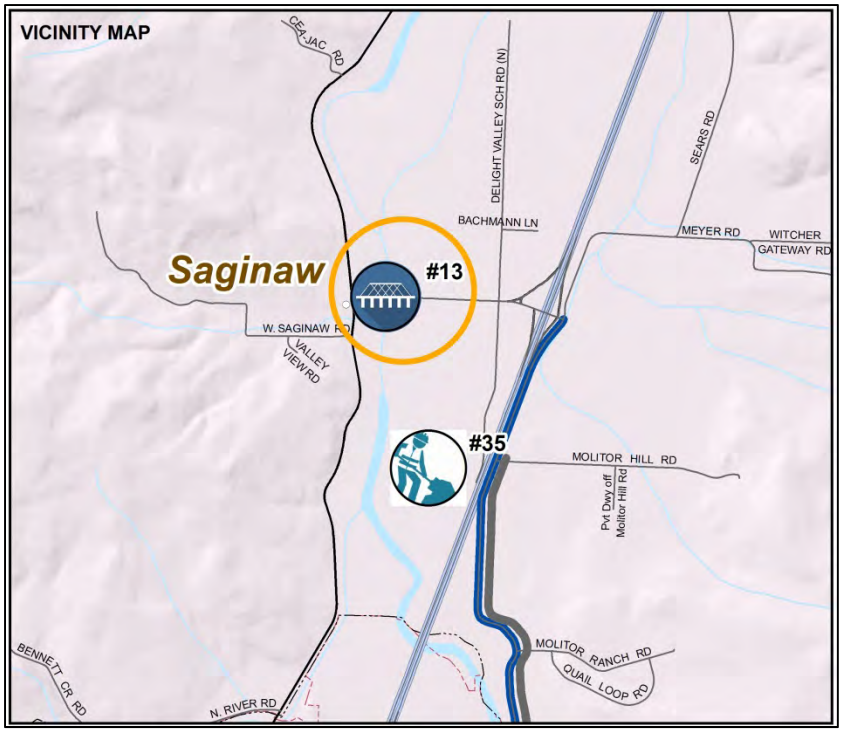
Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

E SAGINAW ROAD BRIDGE (MAP 12, PROJECT 13)

PROJECT LIMIT	MP 0.12 to MP 0.18	**ROAD NAME**	East Saginaw Road
BRIDGE TYPE	Pre-stressed Concrete	**PROJECT NUMBER**	367220202
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRIDGE LENGTH	311 feet	**BRIDGE NUMBER**	14782A
MAX SPAN	73 feet	**ADT**	1,986
WIDTH/LANES	32 feet/2	**YEAR BUILT**	1965

SCOPE OF IMPROVEMENTS: Project work will include isolating each pier, cleaning exposed rebar, installing concrete patches, and placing revetment at both in-water piers.

CURRENT ISSUES: In 2016, bridge inspectors found extensive damage to in-water concrete piers—including rock pockets—spalled concrete, exposed steel reinforcement, and no depth of cover at pier walls. Crumbling concrete in these areas led to a National Bridge Inventory Category rating of "poor" for its substructure.



EXISTING BRIDGE CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering	$74,000	$74,000				
Construction Engineering	$15,625	$15,625				
Construction	$125,000	$125,000				
Total	$214,625	$214,625				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$214,625	$214,625				
Total	$214,625	$214,625				

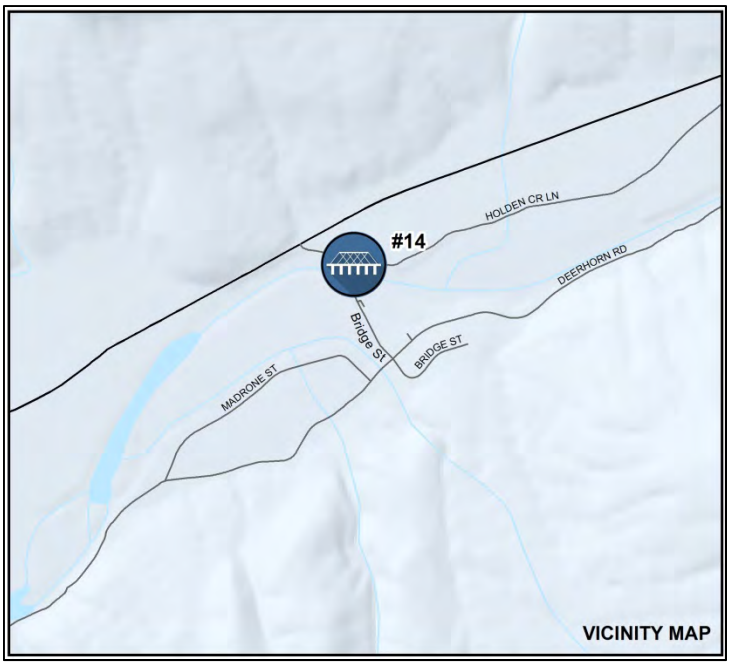
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

BRIDGE STREET BRIDGE DECK OVERLAY & TRUSS PAINTING (MAP 8, PROJECT 14)

PROJECT LIMIT	MP 0.01 to 0.09	**ROAD NAME**	Bridge Street
BRIDGE TYPE	Steel Truss	**PROJECT NUMBER**	36716001
FUNCTIONAL CLASS	Rural Minor Collector	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRIDGE LENGTH	409 feet	**BRIDGE NUMBER**	39C111
MAX SPAN	160 feet	**ADT**	1,158
WIDTH/LANES	19.4 feet/2	**YEAR BUILT**	1965

SCOPE OF IMPROVEMENTS: With cost, durability, and the speed of construction in mind, work will entail replacing the existing timber deck with a precast concrete deck. Work will also include the replacement of the bridge rails and painting the steel truss. Deck replacement will require full road closure.



CURRENT ISSUES: In 2016, bridge inspectors located soft spots and decay in some the timber deck planks, as reflective transverse cracking in the asphalt at each plank appears to be causing water decay on the top of the planks. The inspectors also observed that the condition of the paint is poor in some areas and found that the bridge railing system requires replacement.

EXISTING BRIDGE CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (30%)	$201,000	$201,000				
Construction Engineering (20%)	$134,000	$134,000				
Construction	$670,394	$670,394				
Total	$1,005,394	$1,005,394				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,005,394	$1,005,394				
Total	$1,005,394	$1,005,394				

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

STEEL PILING SECTION LOSS REPAIR (MAPS 3 & 6, PROJECT 15)

CROSSROADS LANE WEST BRIDGE

PROJECT LIMIT	MP 0.09 to MP 0.12	**ROAD NAME**	W Crossroads Lane
BRIDGE TYPE	Pre-stressed Concrete	**PROJECT NUMBER**	367720001
FUNCTIONAL CLASS	Rural Local	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRIDGE LENGTH	135 feet	**BRIDGE NUMBER**	39C147
MAX SPAN	28 feet	**ADT**	132
WIDTH/LANES	28 feet/2	**YEAR BUILT**	1978

FIR BUTTE ROAD BRIDGE

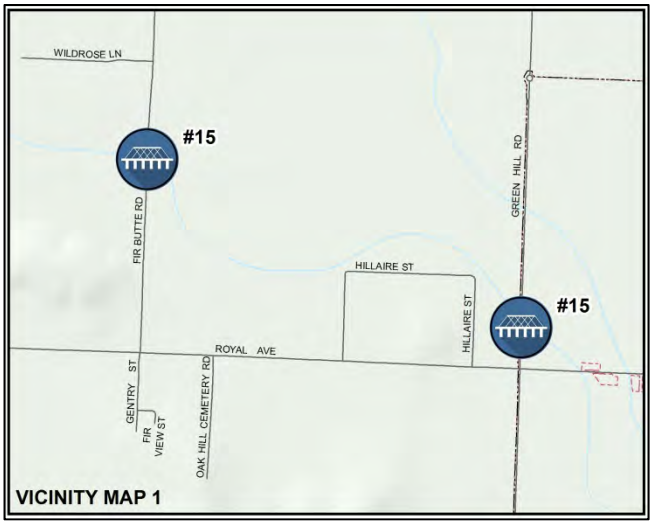
PROJECT LIMIT	MP 0.66 to MP 0.68	**ROAD NAME**	Fir Butte Road
BRIDGE TYPE	Pre-stressed Concrete	**PROJECT NUMBER**	367720001
FUNCTIONAL CLASS	Rural Minor Collector	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
LENGTH	85 feet	**BRIDGE NUMBER**	39C431
MAX SPAN	27 feet	**ADT**	885
WIDTH/LANES	32 feet/2	**YEAR BUILT**	1972

GREEN HILL ROAD BRIDGE

PROJECT LIMIT	MP 2.96 to MP 2.99	**ROAD NAME**	Green Hill Road
BRIDGE TYPE	Pre-stressed Concrete	**PROJECT NUMBER**	367720001
FUNCTIONAL CLASS	Rural Local	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRIDGE LENGTH	141 feet	**BRIDGE NUMBER**	039C50
MAX SPAN	28 feet	**ADT**	4,083
WIDTH/LANES	30 feet /2	**YEAR BUILT**	1978

SCOPE OF IMPROVEMENTS: Structural work is required to improve the strength of corroded steel piles that are located under the bridge bents by adding additional material to the pile. Work will involve cleaning the section loss area of the piles and bolt channel irons on both sides of the pile web.

CURRENT ISSUES: Routine bridge inspections found that multiple piles supporting the bridge bents showed signs of corrosion near the water surface. Further inspection found the piles to be in fair to poor condition, with section loss ranging from 30% to 50%.

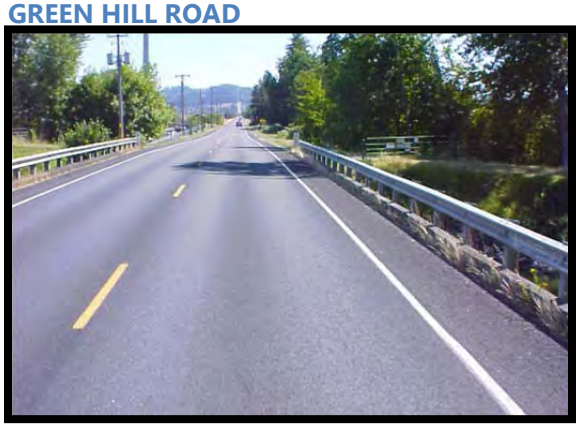


EXISTING BRIDGE CONDITIONS

W CROSSROADS LANE

FIR BUTTE ROAD

GREEN HILL ROAD



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (30%)	$28,579	$28,579				
Construction Engineering (20%)	$19,052	$19,052				
Construction	$95,262	$95,262				
Total	$142,893	$142,893				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$142,893	$142,893				
Total	$142,893	$142,893				

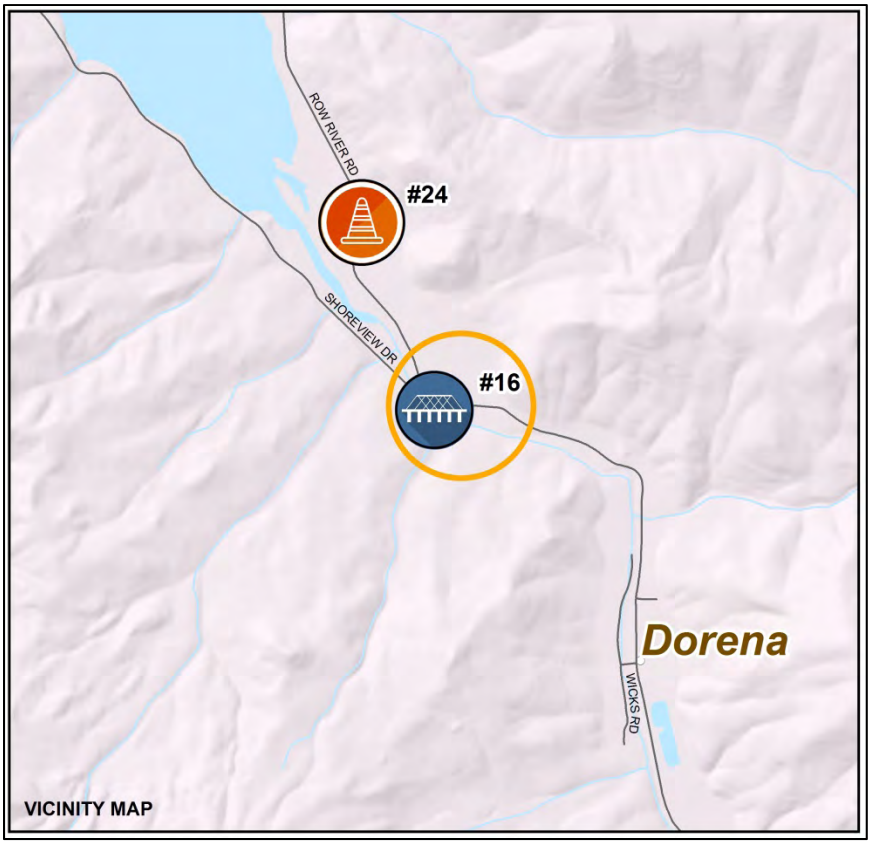
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

DORENA COVERED BRIDGE REROOF (MAPS 7 & 12, PROJECT 16)

PROJECT LIMIT	MP 0.07 to MP 0.10	**ROAD NAME**	Dorena Covered Bridge Wayside
BRIDGE TYPE	Covered Bridge	**PROJECT NUMBER**	367723741
FUNCTIONAL CLASS	Rural Local	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRDIGE LENGTH	171 feet	**BRIDGE NUMBER**	18139
MAX SPAN	105 feet	**ADT**	21
WIDTH/LANES	22 feet/2	**YEAR BUILT**	1949

SCOPE OF IMPROVEMENTS: Bridge re-roofing will include the replacement of existing composite roof shingles with 24-inch cedar shakes over asphalt impregnated roof felt underlayment.



CURRENT ISSUES: In the late 1990s/early 2000s, several covered bridges in Lane County contained composite roofing shingles upon re-roofing. Public Works is finding that these shingles are not holding up to their expected life, are creating roof leaks, and are beginning to show signs of deterioration. Over the past five years, Lane County re-roofed similar bridges and replaced the composite roof shingles with cedar shingles or shakes. The Dorena Covered Bridge is the final composite shingle bridge that requires a new roof to contain cedar roofing materials.

EXISTING BRIDGE CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (30%)	$57,103	$57,103				
Construction Engineering (20%)	$38,069	$38,069				
Construction	$190,344	$190,344				
Total	$285,516	$285,516				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$285,516	$285,516				
Total	$285,516	$285,516				

PROJECT BENEFITS

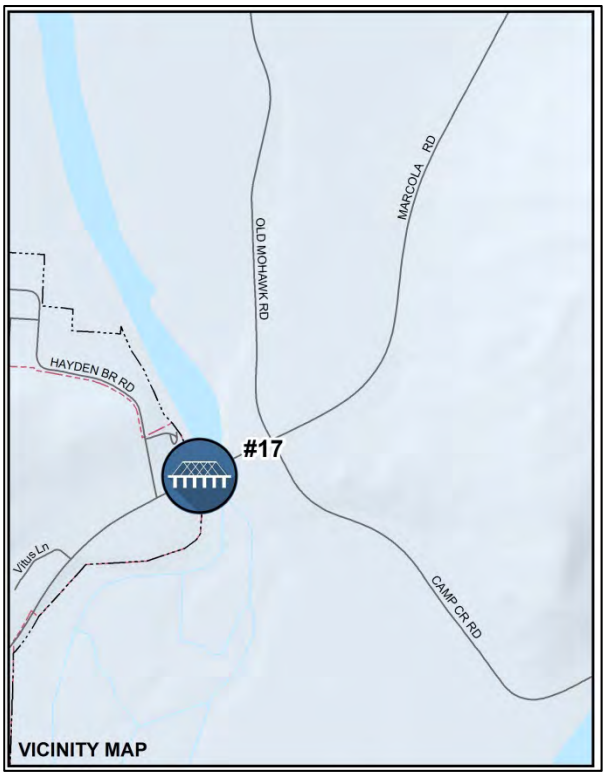
Safety Improvement	☐	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☒
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☒

MARCOLA ROAD BRIDGE & SEISMIC RETROFIT (MAP 9, PROJECT 17)

PROJECT LIMIT	MP 1.80 to MP 1.85	**ROAD NAME**	Marcola Road
BRIDGE TYPE	Steel/Concrete	**PROJECT NUMBER**	367190017
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRIDGE LENGTH	268 feet	**BRIDGE NUMBER**	001229
MAX SPAN	181 feet	**ADT**	6,965
WIDTH/LANES	56.4 feet/3	**YEAR BUILT**	1968

SCOPE OF IMPROVEMENTS: Installing bridge preservation measures, together with retrofitting the bridge, will allow the bridge structure to meet seismic standards.

CURRENT ISSUES: The Oregon Department of Transportation (ODOT) identified priority routes (lifeline routes) that would be the most efficient routes for the movement of emergency services and supplies in the event of a major earthquake from the Cascadia Subduction Zone. Alternate routes around seismically vulnerable bridges along these lifeline routes have also been identified. Further analysis on these deteriorating bridges assessed the feasibility and corrective costs of bridge improvements. This bridge emerged from the analysis as a priority for replacement/rehab work to remove seismic vulnerabilities along the Marcola Road lifeline route in a reasonable timeline. Lane County will need to select a consultant to complete the analysis and seismic retrofit design.



EXISTING BRIDGE CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (30%)	$275,700	$275,700				
Construction Engineering (20%)	$183,800	$183,800				
Construction	$919,000	$919,000				
Total	$1,378,500	$1,378,500				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,378,500	$1,378,500				
Total	$1,378,500	$1,378,500				

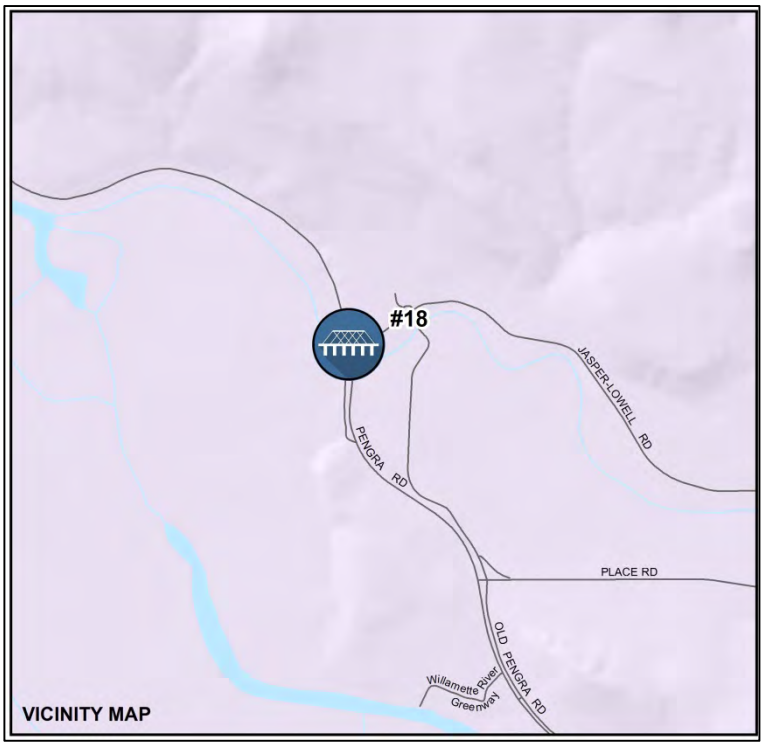
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

PENGRA ROAD BRIDGE & SEISMIC RETROFIT (MAP 11, PROJECT 18)

PROJECT LIMIT	MP 0.04 to MP 0.10	**ROAD NAME**	Pengra Road
BRIDGE TYPE	Pre-stressed Concrete	**PROJECT NUMBER**	367763902
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRIDGE LENGTH	313 feet	**BRIDGE NUMBER**	039C35
MAX SPAN	103 feet	**ADT**	2,924
WIDTH/LANES	32.1 feet/2	**YEAR BUILT**	1970

SCOPE OF IMPROVEMENTS: Work will entail retrofitting the bridge structure to meet seismic standards and implementing measures for bridge preservation.



CURRENT ISSUES: The Oregon Department of Transportation (ODOT) identified priority routes (lifeline routes) that would be the most efficient routes for the movement of emergency services and supplies in the event of a major earthquake from the Cascadia Subduction Zone. Alternate routes around seismically vulnerable bridges along these lifeline routes have also been identified. Further analysis on these deteriorating bridges assessed the feasibility and corrective costs of bridge improvements. This bridge emerged from the analysis as a priority for replacement/rehab work to remove seismic vulnerabilities along the Pengra/Jasper-Lowell Road lifeline route in a reasonable timeline. Lane County will need to select a consultant to complete the analysis and seismic retrofit design.

EXISTING BRIDGE CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (30%)	$196,500		$196,500			
Construction Engineering (20%)	$131,000		$131,000			
Construction	$655,000		$655,000			
Total	$982,500		$982,500			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$982,500		$982,500			
Total	$982,500		$982,500			

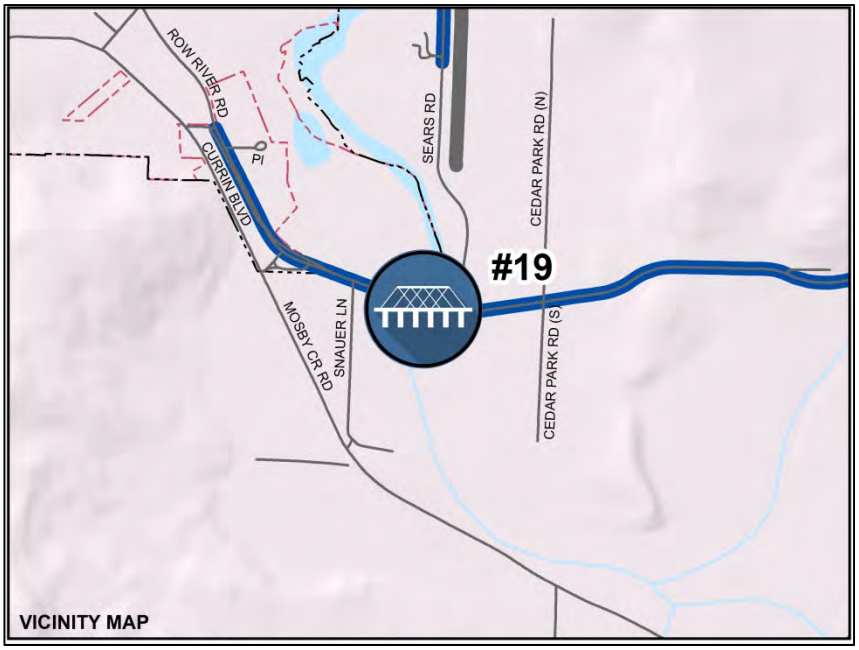
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

ROW RIVER ROAD BRIDGE #14964B & SEISMIC RETROFIT (MAP 12, PROJECT 19)

PROJECT LIMIT	MP 2.09 to MP 2.13	**ROAD NAME**	Row River Road
BRIDGE TYPE	Concrete	**PROJECT NUMBER**	367240019
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRIDGE LENGTH	215 feet	**BRIDGE NUMBER**	14964B
MAX SPAN	58 feet	**ADT**	5,959
WIDTH/LANES	26 feet/2	**YEAR BUILT**	1961

SCOPE OF IMPROVEMENTS: Work will entail retrofitting the bridge structure to meet seismic standards and implementing measures for bridge preservation.



CURRENT ISSUES: The Oregon Department of Transportation (ODOT) identified priority routes (lifeline routes) that would be the most efficient routes for the movement of emergency services and supplies in the event of a major earthquake from the Cascadia Subduction Zone. Alternate routes around seismically vulnerable bridges along these lifeline routes have also been identified. Further analysis on these deteriorating bridges assessed the feasibility and corrective costs of bridge improvements. This bridge emerged from the analysis as a priority for replacement/rehab work to remove seismic vulnerabilities along the Row River Road lifeline route in a reasonable timeline. Lane County will need to select a consultant to complete the analysis and seismic retrofit design.

EXISTING BRIDGE CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (30%)	$104,400			$104,400		
Construction Engineering (20%)	$69,600			$69,600		
Construction	$348,000			$348,000		
Total	$522,000			$522,000		

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$522,000			$522,000		
Total	$522,000			$522,000		

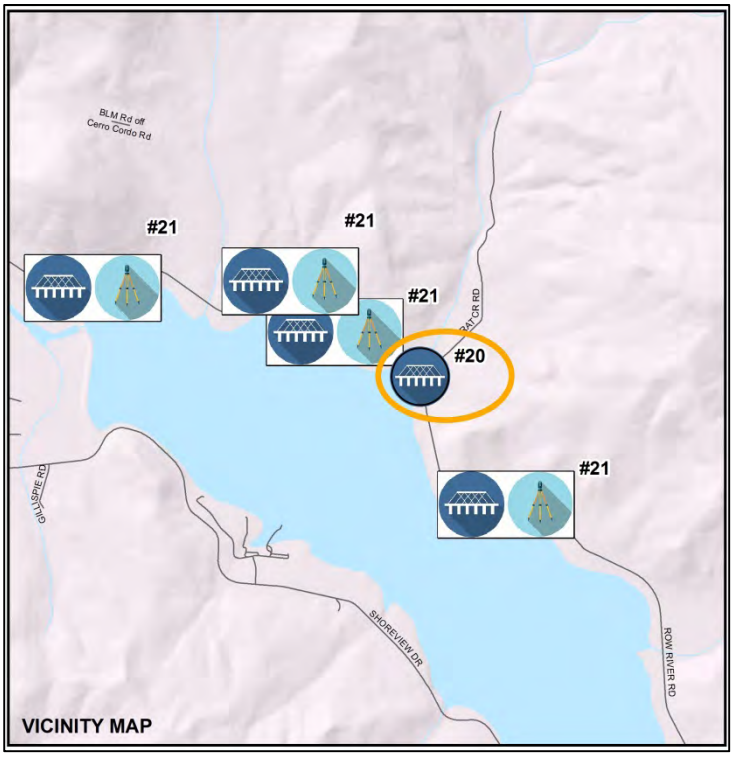
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

ROW RIVER ROAD BRIDGE #14965A & SEISMIC RETROFIT (MAP 12, PROJECT 20)

PROJECT LIMIT	MP 7.84 to MP 7.86	**ROAD NAME**	Row River Road
BRIDGE TYPE	Concrete Slab	**PROJECT NUMBER**	367240020
FUNCTIONAL CLASS	Rural Minor Collector	**PROJECT CATEGORY**	Bridges & Structures
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
BRIDGE LENGTH	121 feet	**BRIDGE NUMBER**	14965A
MAX SPAN	48 feet	**ADT**	3,310
WIDTH/LANES	30 feet/2	**YEAR BUILT**	1974

SCOPE OF IMPROVEMENTS: Work will entail retrofitting the bridge structure to meet seismic standards and implementing measures for bridge preservation. Construction coordination with Project 21 (Row River Deep Culvert Replacements) and this project may be required.



CURRENT ISSUES: The Oregon Department of Transportation (ODOT) identified priority routes (lifeline routes) that would be the most efficient routes for the movement of emergency services and supplies in the event of a major earthquake from the Cascadia Subduction Zone. Alternate routes around seismically vulnerable bridges along these lifeline routes have also been identified. Further analysis on these deteriorating bridges assessed the feasibility and corrective costs of bridge improvements. This bridge emerged from the analysis as a priority for replacement/rehab work to remove seismic vulnerabilities along the Row River Road lifeline route in a reasonable timeline. Lane County will need to select a consultant to complete the analysis and seismic retrofit design.

EXISTING BRIDGE CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (30%)	$90,000			$90,000		
Construction Engineering (20%)	$60,000			$60,000		
Construction	$300,000			$300,000		
Total	$450,000			$450,000		

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$450,000			$450,000		
Total	$450,000			$450,000		

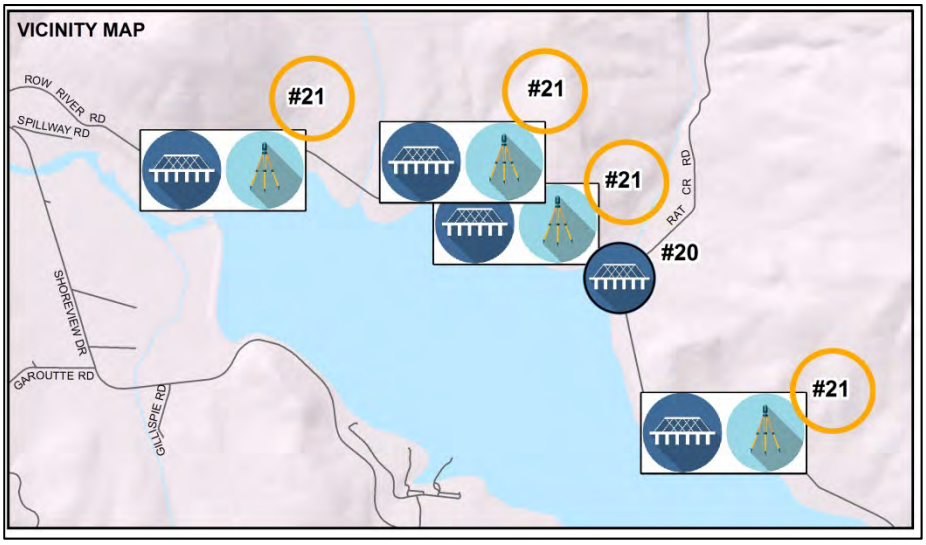
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

ROW RIVER ROAD DEEP CULVERT REPLACEMENTS (MAP 12, PROJECT 21)

PROJECT LOCATIONS	MP 5.96, MP 7.02, MP 7.37, MP 8.72	**ROAD NAME**	Row River Road
FUNCTIONAL CLASS	Varies (Rural Major Collector & Rural Minor Collector)	**PROJECT NUMBER**	367240018
PROJECT LENGTH	N/A (Four Crossings)	**PROJECT CATEGORY**	Bridges & Structures, Right-of-Way
FUNDING STATUS	Funded	**FUNDING SOURCE**	Grant (FLAP)/Local Match
ADT	N/A	**CRASH RATE**	N/A
PAVEMENT TYPE	N/A	**SIDEWALKS**	☐
PCI	N/A	**CURBS**	☐
WIDTH/LANES	N/A	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The proposed replacement of four deep culverts at the above-referenced locations will replace culverts that are severely deteriorated. Temporary staging areas will be put in place while the boring of new culverts through the embankment will occur.



CURRENT ISSUES: This project will require environmental analysis and the acquisition of temporary construction easements at each culvert location. Row River Road is adjacent to the Dorena Reservoir and provides access to the Row River National Recreation Trail, surrounding BLM lands, USFS lands, and USACE lands. It is anticipated that some utilities may require relocation at the cost of individual utilities.

EXISTING STRUCTURAL & BANK CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering	$160,000	$160,000				
Construction Engineering	$115,000			$115,000		
FHWA-WFL	$20,000			$20,000		
Right-of-Way	$20,000		$20,000			
Construction	$1,108,229			$1,108,229		
Total	$1,423,229	$160,000	$20,000	$1,243,229		

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$280,406	$130,000		$150,406		
FLAP	$1,142,823	$30,000	$20,000	$1,092,823		
Total	$1,423,229	$160,000	$20,000	$1,243,229		

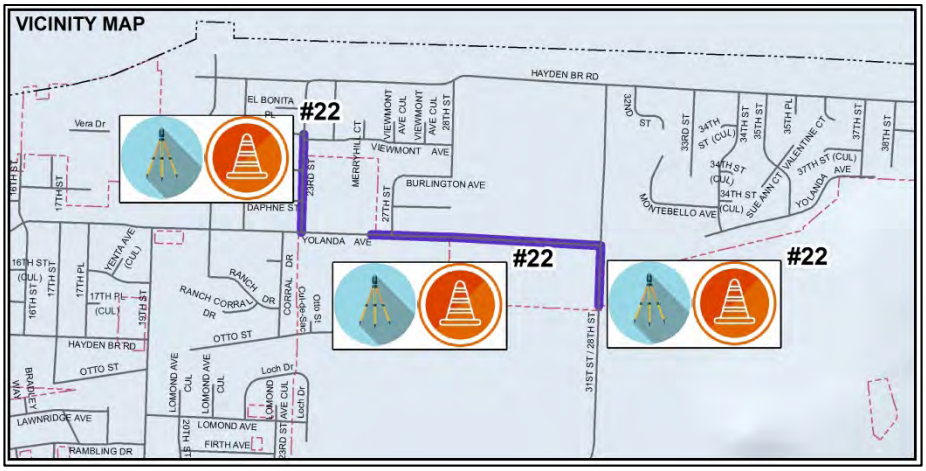
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☐

YOLANDA ELEMENTARY & BRIGGS MIDDLE SCHOOLS (MAP 9, PROJECT 22)

PROJECT LIMIT	See Scope/Map Below	**ROAD NAME**	23rd Street, 31st Street Yolanda Avenue
FUNCTIONAL CLASS	Urban Local	**PROJECT NUMBER**	360289959
PROJECT LENGTH	0.63 miles	**PROJECT CATEGORY**	Safety & Right-of-Way
FUNDING STATUS	Funded	**FUNDING SOURCE**	Grant (CMAQ)/Local Match
ADT	2,250	**CRASH RATE**	2.01 crashes/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	Varies	**CURBS**	☒
WIDTH/LANES	Varies/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Walking and bicycling facilities to support safe routes to schools, Yolanda Elementary School and Briggs Middle School, as follows:



- 23rd Street (Viewmont Avenue to Yolanda Avenue): construct separated asphalt path on east side of road
- 31st Street (Yolanda Avenue to EWEB bike path): roadway reconstruction (urban upgrade) with curb, gutter, bike lanes, and sidewalks
- Yolanda Avenue (Pierce Park frontage to 31st Street): add bike lanes and sidewalks

CURRENT ISSUES: These streets are essential walking and biking connections for school-aged children who travel to and from nearby elementary and middle schools, yet these routes currently lack sidewalks and bike lanes. Without alternative routes, school children must walk in the vehicle travel lanes and between parked cars on 23rd Street and Yolanda Avenue. The School District, Springfield Public Schools, reported a child being brushed on the shoulder by the review mirror of a passing car while walking on the shoulder of 31st Street.

EXISTING ROAD CONDITIONS

23RD ST (LOOKING NORTH)

31ST STREET (LOOKING SOUTH)

YOLANDA AVENUE (LOOKING EAST)

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Planning	$17,620	$17,620				
Preliminary Engineering	$207,995		$207,995			
Construction Engineering	$212,545		$212,545			
Right-of-Way	$50,000	$50,000				
ODOT Costs	$20,000		$20,000			
Construction	$1,254,000		$1,254,000			
Total	$1,762,160	$67,620	$1,694,540			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund (See Table 10 for Match)	$180,974	$6,945	$174,029			
CMAQ Funding	$1,581,186	$60,675	$1,520,511			
Total	$1,762,160	$67,620	$1,694,540			

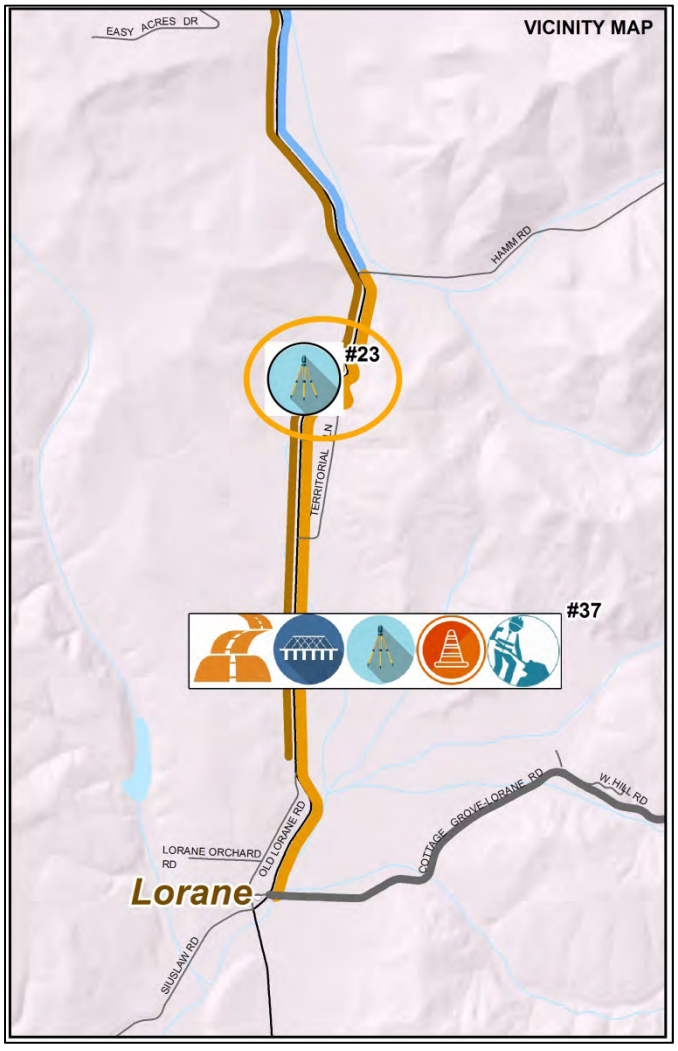
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☒	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☐
Leverages Other Projects/Funds	☒	Responds to Public Requests	☒

TERRITORIAL HIGHWAY: SLIDE REPAIRS (MAP 5, PROJECT 23)

PROJECT LIMIT	MP 30.8 & 34.9	**ROAD NAME**	Territorial Highway
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	Unassigned (TBA)
PROJECT LENGTH	4.1 miles	**PROJECT CATEGORY**	Right-of-Way (See Table 12 for repair costs.)
FUNDING STATUS	Funded	**FUNDING SOURCE**	ODOT
ADT	1,700	**CRASH RATE**	No Data
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	No Data	**CURBS**	☐
WIDTH/LANES	No Data/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: This project addresses two slides that are located on Territorial Highway. The project will address the slide at milepost 30.8 by installing a row of piles in drilled shafts on the west side of the highway. The slide at milepost 34.9 will be addressed by installing a series of piles in drilled shafts near the toe of the slide. The piles will then be capped with aggregate. ODOT provided the project's initial design (60% plans) prior to the passage of HB2017.



CURRENT ISSUES: There are two slide areas (MP 30.8 and MP 34.9) on Territorial Highway that drop a number of inches several times a year. Asphalt patching of the slide areas resulted in approximately 10 to 11 feet of asphalt buildup at the slide locations, and the added weight of the asphalt patching is adding to the slide problem. Patching of the slides requires the southbound lane of the highway to be closed three to four times each year for periods of up to one to two days. Patching is also occasionally required in the northbound lane to blend the southbound lane repairs. Right-of-way acquisition and consultants may be required for this project. The slide at milepost 34.9 must be complete before Project 36 (Territorial Highway: Gillespie Corner to Hamm Road), as it is located south of Gillespie Corner.

EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering	$159,000		$159,000			
Construction Engineering	$177,375		$177,375			
Right-of-Way	$22,000		$22,000			
Construction & Utility Relocates	$1,419,000		$1,419,000			
Total	$1,777,375		$1,777,375			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$358,375		$358,375			
ODOT[h]	$1,419,000		$1,419,000			
Total	$1,777,375		$1,777,375			

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☐

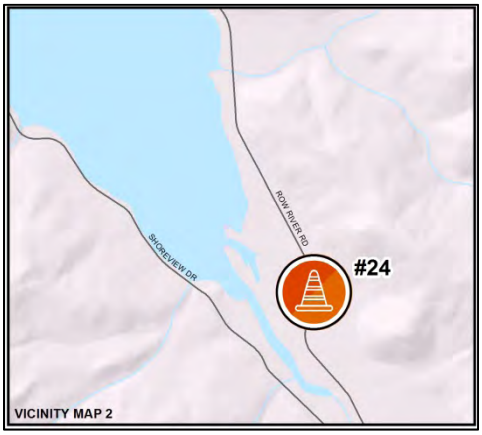
[h] The STIP once funded this project. As part of HB2017, Lane County and ODOT discussed whether HB2017 should account for these previously-dedicated STIP funds as part of ODOT's transfer of the affected segment of Territorial Highway to Lane County. The resultant decision is that—though no longer STIP-funded—Lane County will receive the remaining funding identified in the former STIP in addition to HB2017 funds as a separate agreement.

ROW RIVER TRAIL CROSSINGS (MAPS 7 & 12, PROJECT 24)

PROJECT LIMIT	Row River Road (MP 11) Layng Road (MP 0.74)	**ROAD NAME**	Row River Road & Layng Road
FUNCTIONAL CLASS	Rural Major Collector Rural Local Road	**PROJECT NUMBER**	360289101
PROJECT LENGTH	N/A (Spot Locations)	**PROJECT CATEGORY**	Safety
FUNDING STATUS	Funded	**FUNDING SOURCE**	Grant/Contribution (FLAP)
ADT	N/A (Spot Locations)	**CRASH RATE**	N/A (Spot Location)
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	N/A (Spot Locations)	**CURBS**	☐
WIDTH/LANES	N/A (Spot Locations)	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Construct signage and lighting at the two remaining sites where the Row River Trail crosses County roads. These locations are at milepost 11 of Row River Road and at milepost 0.74 of Layng Road. These elements will complete the community's envisioned safety improvements for the trail. TSP project 124(d) identifies potential to further enhance this vision.

CURRENT ISSUES: The existing signage on the road at trail intersections along Row River Road and Layng Road give inadequate or no warning to oncoming motor vehicle traffic. The trail warning signs have rectangular rapid flash beacons that are no longer approved by AASHTO. Similarly, the crossing warning signs for on-trail traffic provide inadequate warning and no advance warning of the road intersections ahead.



EXISTING ROAD CONDITIONS

MP .074

MP 11

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (11%)	$45,000	$45,000				
Construction Engineering (8%)	$32,369		$32,369			
FHWA-WFL	$10,000		$10,000			
Construction	$323,568		$323,568			
Total	$410,937	$45,000	$365,937			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$77,369	$45,000	$32,369			
FLAP	$333,568		$333,568			
Total	$410,937	$45,000	$365,937			

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☒
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☐
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☒

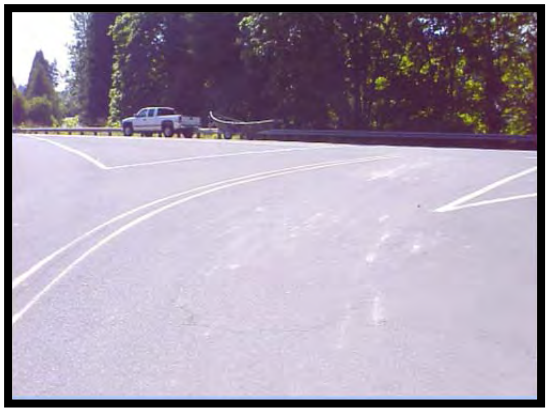
HIGHWAY 126/DEEERHORN ROAD INTERSECTION SAFETY (MAP 8, PROJECT 25)

PROJECT LIMIT	Limits of Intersection	**ROAD NAME**	Deerhorn Road
FUNCTIONAL CLASS	Rural Minor Collector	**PROJECT NUMBER**	Unassigned (TBA)
PROJECT LENGTH	N/A (Spot Location)	**PROJECT CATEGORY**	Safety
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	1,400	**CRASH RATE**	0.43 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	82	**CURBS**	☐
WIDTH/LANES	22 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Safety improvements on Deerhorn Road at its intersection with Highway OR 126, which may include advanced warning signage and improvements to sight distances.

CURRENT ISSUES: This intersection has a high critical crash rate due to the geometry of the road, which creates a lack of safe sight distance.

EXISTING ROAD CONDITIONS



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$62,500				$62,500	
Construction Engineering (12.5%)	$62,500				$62,500	
Construction	$500,000				$500,000	
Total	$625,000				$625,000	

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$625,000				$625,000	
Total	$625,000				$625,000	

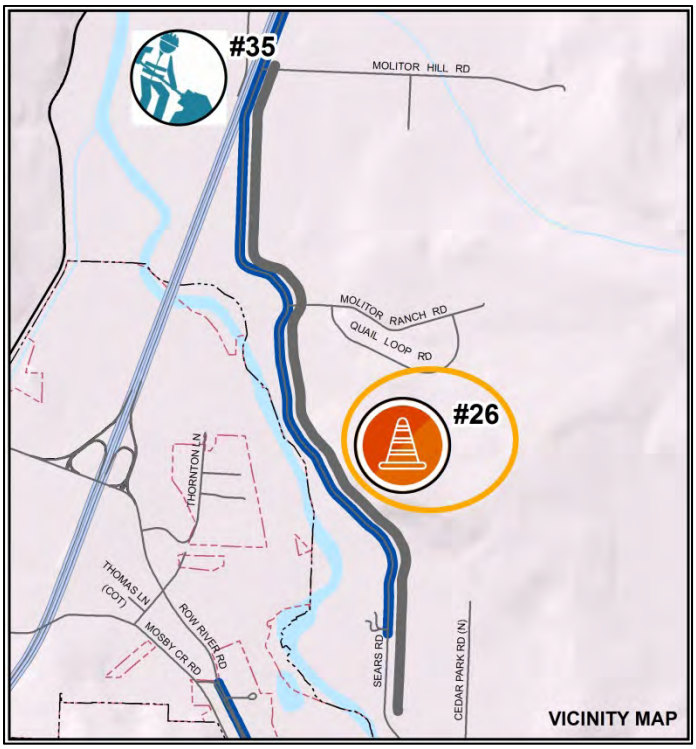
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☐
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

SEARS ROAD FIXED OBJECT REMOVAL (MAP 12, PROJECT 26)

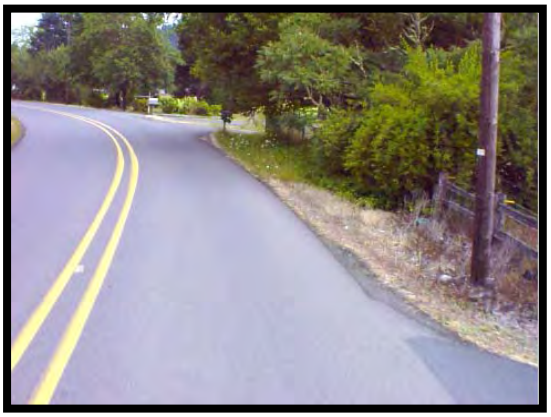
PROJECT LIMIT	MP 0.36 to 2.63	**ROAD NAME**	Sears Road
FUNCTIONAL CLASS	Rural Minor Collector	**PROJECT NUMBER**	360289903
PROJECT LENGTH	2.63 miles	**PROJECT CATEGORY**	Safety
FUNDING STATUS	Funded	**FUNDING SOURCE**	State-Funded (SFLP)/Local Match
ADT	1,300	**CRASH RATE**	0.43/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	64	**CURBS**	☐
WIDTH/LANES	28 feet/2	**BIKE LANES**	☐

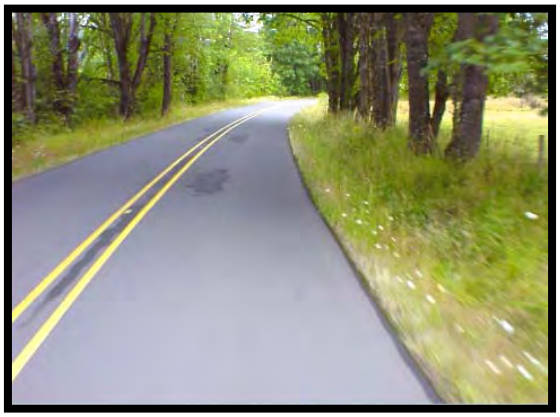
SCOPE OF IMPROVEMENTS: The Lane County TSP (2017) identifies this project as Project 128. Removing fixed objects on Sears Road between Row River Road and Molitor Hill Road will increase the clear zone area for vehicles. Specifically, this work will include removing utility poles and trees that are very close to the roadway edge. Several trees that are potentially impacted are located within riparian zones. The north segment of Sears Road will require the most intensive effort at the preliminary stages given the high amount of trees and other objects in this area.



CURRENT ISSUES: Roadway departure fatalities account for nearly two-thirds of fatalities on Oregon's roadways and are a primary focus area for safety. The removal of fixed objects in the clear zone is a proven and cost-effective way to reduce roadway departure crashes. The primary purpose of this project is to reduce fatal and serious injury roadway departure crashes. A clear zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the roadway. By increasing the clear zone and by removing fixed objects, the likelihood that a roadway departure results in a safe recovery instead of a crash increases.

EXISTING ROAD CONDITIONS





PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (32%)	$50,000	$50,000				
Construction Engineering (32%)	$50,000	$50,000				
Construction	$158,004	$158,004				
Total	$258,004	$258,004				

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$9,480	$9,480				
SFLP Funding	$248,524	$248,524				
Total	$258,004	$258,004				

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☐
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☐

LOCAL ROADWAY DEPARTURES (MAPS 3 & 7, PROJECT 27)

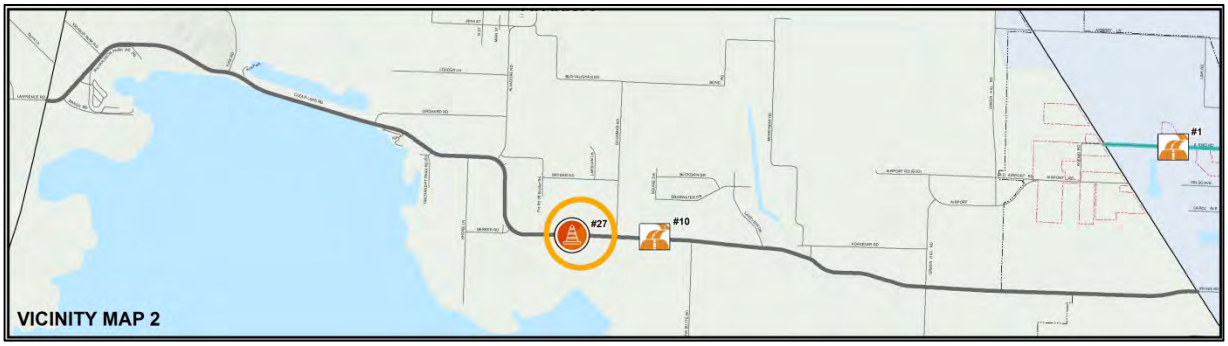
PROJECT LIMIT	CLR: MP 0.000-8.391 LR: MP 0.000-10.850 PR: MP 2.211-8.030 and MP 4.445-4.749	**ROAD NAME**	Clear Lake Road (CLR) London Road (LR) Prairie Road/NW Expressway (PR)
FUNCTIONAL CLASS	Rural Major Collector (CLR) Rural Major Collector (LR) Rural Major Collector and Urban Minor Arterial (PR)	**PROJECT NUMBER**	3660289904 (CLR) 3360289905 (LR) 3660289906 (PR)
LENGTH	25.264 miles	**PROJECT CATEGORY**	Infrastructure Safety Improvements
FUNDING STATUS	Funded	**FUNDING SOURCE**	State-Funded (SFLP)/Local Match
ADT	Varies	**CRASH RATE**	Varies
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	Varies	**CURBS**	☐
WIDTH/LANES	Varies/2	**BIKE LANES**	☒ (Clear Lake Road)

SCOPE OF IMPROVEMENTS: This project will implement countermeasures to reduce roadway departures. Of all fatal collisions in Lane County, local roadway departures are the lead type of crash. Countermeasures to address this concern are the installation of rumble strips and profiled line pavement markings. These treatments will be installed following pavement improvements. Accordingly, these roadways have scheduled projects for pavement preservation. The extents of the safety improvements are as follows:

- Clear Lake Road from Territorial Highway to OR 99W;
- London Road from Latham Road to Fireclay Road; and,
- Prairie Road from OR 99W to Irvington Drive

CURRENT ISSUES: Clear Lake Road, London Road, and Prairie Road experienced the greatest roadway departure collision type, which prompted Oregon Department of Transportation (ODOT) to allocate Highway Safety Improvement Program (HSIP) funds through ODOT's All Roads Transportation Safety (ARTS) program. Pavement preservation must be complete before the implementation of safety measures.

VICINITY MAP 1



EXISTING ROAD CONDITIONS

CLEAR LAKE ROAD AT MP .317

LONDON ROAD AT MP 1.69

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering	$100,000	$100,000				
Construction Engineering	$50,000		$50,000			
Construction	$581,395		$581,395			
Total	$731,395	$100,000	$631,395			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund (See Table 10 for Match)	$40,884	$6,000	$84,884			
ODOT-SFLP	$640,511	$94,000	$546,511			
Total	$731,395	$100,000	$631,395			

PROJECT BENEFITS

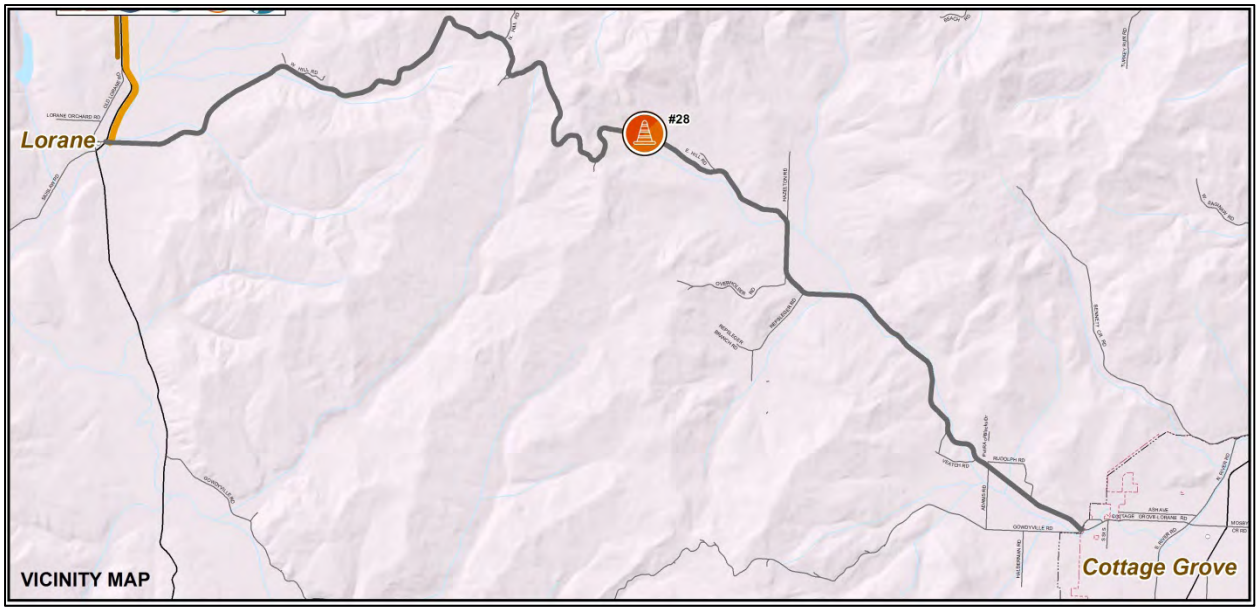
Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☐
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☐

COTTAGE GROVE-LORANE ROAD SAFETY IMPROVEMENTS (MAP 5, PROJECT 28)

PROJECT LIMIT	MP 0.820 to MP 12.560	**ROAD NAME**	Cottage Grove-Lorane Road
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	Unassigned (TBA)
LENGTH	11.740 miles	**PROJECT CATEGORY**	Paving/Infrastructure Safety Improvements
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	960	**CRASH RATE**	0.68 crash/mil.VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	79	**CURBS**	☐
WIDTH/LANES	25 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The Lane County TSP (2017) identifies this work as TSP Project 32. This project will include the installation of systemic safety measures such as barricades and curve warning signage, removal of vegetation for vision clearance, construction of safety edges, and a centerline rumble strip.

CURRENT ISSUES: Cottage Grove-Lorane Road is a hilly, winding, rural road. Having been the location of two crash-related fatalities, Cottage Grove-Lorane Road is a good candidate for systemic safety improvements, which the Lane County TSAP identifies as “Engineering Action Items” that are effective in reducing instances of crashes and other accidents on the roadway.



EXISTING ROAD CONDITIONS

MP 1

MP 6.8

MP 7.07

MP 7.15

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$50,000			$50,000		
Construction Engineering (12.5%)	$50,000			$50,000		
Construction	$400,000			$400,000		
Total	$500,000			$500,000		

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$500,000			$500,000		
Total	$500,000			$500,000		

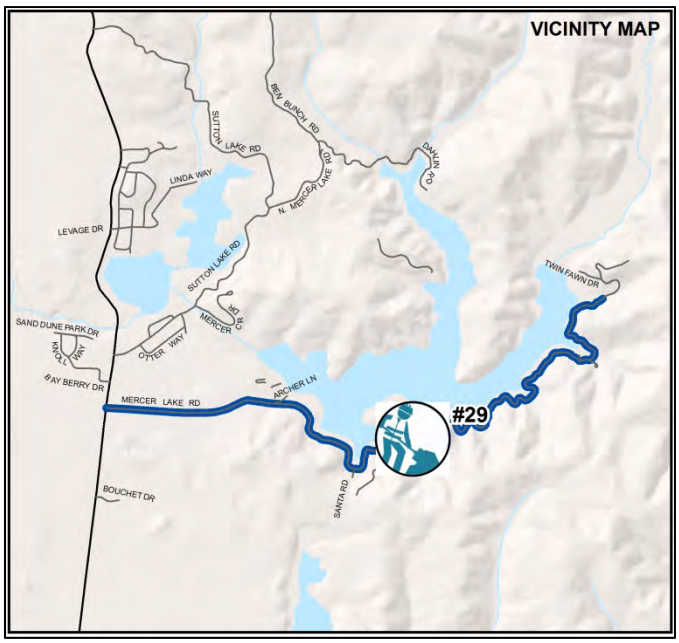
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☐
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

MERCER LAKE ROAD RECONSTRUCTION (MAP 1, PROJECT 29)

PROJECT LIMIT	MP 0.000 to 3.670	**ROAD NAME**	Mercer Lake Road
FUNCTIONAL CLASS	Rural Major Collector (to MP 1.715) & Rural Local (MP 1.715 to 3.670)	**PROJECT NUMBER**	367524008
LENGTH	3.670 miles	**PROJECT CATEGORY**	General Construction
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	870	**CRASH RATE**	1.03 crashes/mil. VM
PAVEMENT TYPE	Asphalt Concrete/Oil Mat	**SIDEWALKS**	☐
PCI	83 (to MP 1.7) & 78 (MP 1.7 to 3.67) (2015 data)	**CURBS**	☐
WIDTH/LANES	MP 0.000 to 1.080 28 feet/2 MP 1.080 to 3.670 20 feet/NA	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Pavement preservation of Mercer Lake Road will include repairing asphalt concrete, installing a continuous pattern rumble strips along the centerline to reduce the potential for on-coming vehicle collisions, and constructing pavement safety edges to increase the ability for recovery upon vehicular departure from the shoulder of the roadway. Specific project elements of the upper section will not only include asphalt concrete repairs but will include the reconstruction of isolated shoulder failures.



CURRENT ISSUES: Mercer Lake Road has two sections. The first section that is located directly off US101 has minor distortions and a fair amount of longitudinal cracking. Pavement preservation will serve to avoid more costly repairs in the future. The upper section has a significant amount of larger distortions within the roadway shoulder nearest the lake side. Reconstruction of the failed shoulders will reduce continual, ongoing maintenance of the section and the likely hood of a major slide failure. A slide failure would leave the roadway impassible. Consultant services may be required to complete the geotechnical analysis and geotechnical design.

EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$110,500		$110,500			
Construction Engineering (12.5%)	$110,500		$110,500			
Construction	$884,000		$884,000			
Total	$1,105,000		$1,105,000			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY10-21	FY21-22	FY22-23
Road Fund	$1,105,000		$1,105,000			
Total	$1,105,000		$1,105,000			

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

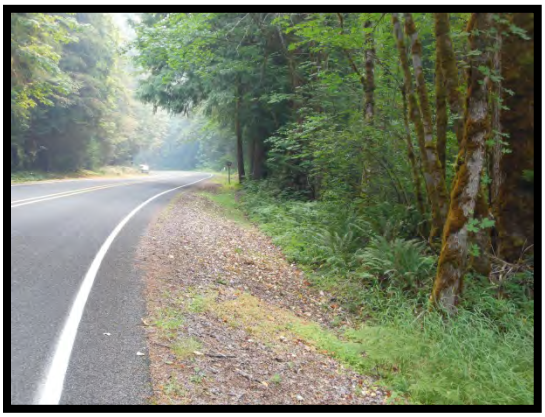
E KING ROAD REALIGNMENT (MAP 13, PROJECT 30)

PROJECT LIMIT	MP 3.58 to MP 3.727	**ROAD NAME**	East King Road
FUNCTIONAL CLASS	Rural Minor Collector	**PROJECT NUMBER**	367111802
LENGTH	500 Feet (+/-)	**PROJECT CATEGORY**	General Construction
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded (See Scope)
ADT	110	**CRASH RATE**	0 crashes/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	83	**CURBS**	☐
WIDTH/LANES	22 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS:
Improvements will entail realigning East King Road outside of the influence area of the bank erosion at Horse Creek. The project will relocate and reconstruct 500 linear feet of the road with a 26-foot wide roadway section consisting of four inches of asphalt concrete overlay ("ACP") and 12 inches of aggregate. Restriping the roadway will allow for 11-foot travel lanes with 2-foot shoulders. While Road Fund resources will be used to realign the road, Lane County is currently applying for FLAP funding to stabilize the bank erosion along Horse Creek.

CURRENT ISSUES: Bank erosion from Horse Creek currently undercuts the roadway prism. Horse Creek continues to encroach on East King Road at milepost 3.67. Such encroachment creates a significant safety hazard with a 20-foot vertical drop just outside of the asphalt surface. A guardrail currently serves as a temporary safety measure.

EXISTING ROAD CONDITIONS



PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$284,375					$284,375
Construction Engineering (12.5%)	$284,375					$284,375
Construction	$2,275,000	$275,000				$2,000,000
Total	$2,843,750	$275,000				$2,568,750

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$2,843,750					
Total	$2,843,750	$275,000				$2,568,750

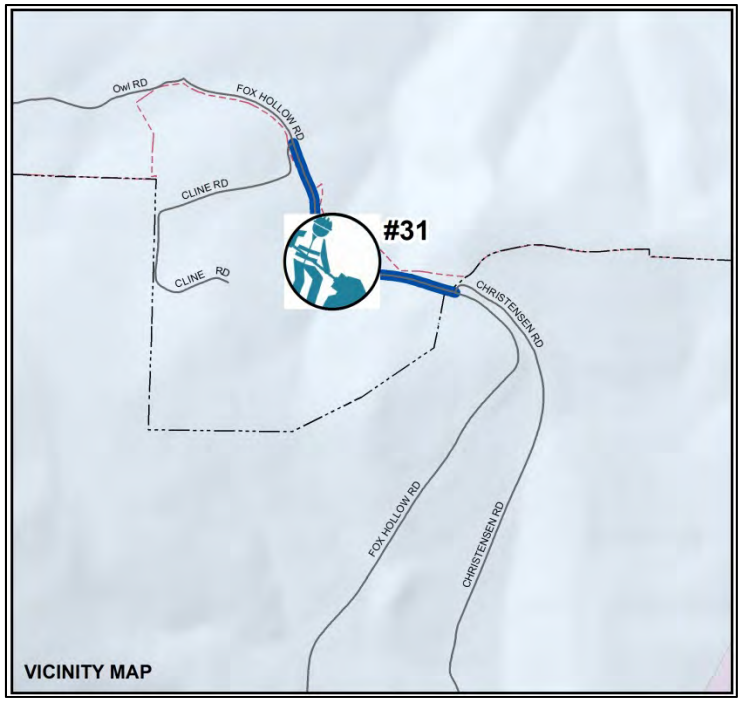
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

FOX HOLLOW ROAD LIGHTWEIGHT SLIDE REPAIR (MAP 4, PROJECT 31)

PROJECT LIMIT	MP 8.922 to 9.329	**ROAD NAME**	Fox Hollow Road
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	367128002
LENGTH	0.41 miles	**PROJECT CATEGORY**	General Construction
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	535	**CRASH RATE**	1.87 crashes/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	77	**CURBS**	☐
WIDTH/LANES	30 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: Pavement preservation of Fox Hollow will be from Christensen Road to Cline Road with a 2-inch overlay. Specific project elements will include major embankment repair at milepost 9, replacement of damaged guardrail, replacement of outdated end terminals, a marked crosswalk, and shoulder widening for the Ridgeline Trail. Construction will include full road closure to complete the slope repair.



CURRENT ISSUES: Fox Hollow Road has signs of distress and has not had any pavement preservation since 1995 when an overlay was completed. Pavement preservation will serve to avoid more costly repairs in the future and extend the life of the road. Embankment failure is occurring at milepost 9, where approximately 125 feet of the road has sunk. This section of road will be excavated and replaced with lightweight fill (Geofoam) to reduce weight that is causing the failure and to prevent a catastrophic failure in the future. Several sections, posts, and blocks of the road's guardrail are in need of repair. The outdated guardrail terminals will require replacement with energy-absorbent terminals. The current Ridgeline Trail crossing is unmarked; hikers and runners are present along the south shoulder of the road to access the trail. Marking the trail crossing and widening the shoulder will improve pedestrian safety.

EXISTING ROAD CONDITIONS

MP 9

MP 9

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$88,875			$88,875		
Construction Engineering (12.5%)	$88,875			$88,875		
Construction	$711,000			$711,000		
Total	$888,750			$888,750		

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$888,750			$888,750		
Total	$888,750			$888,750		

PROJECT BENEFITS

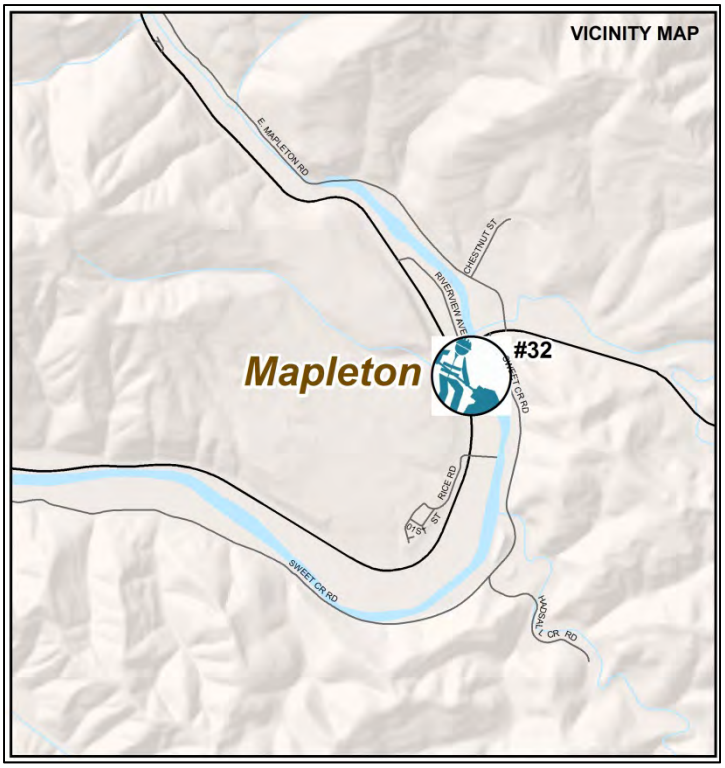
Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☐	Economic Development	☒
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

RIVERVIEW AVENUE (MAPLETON) CULVERT MITIGATION (MAP 1, PROJECT 32)

PROJECT LOCATION	MP 0.125 (+/-)	**ROAD NAME**	Riverview Avenue
FUNCTIONAL CLASS	Rural Local	**PROJECT NUMBER**	367504002
LENGTH	N/A (Spot Location)	**PROJECT CATEGORY**	General Construction
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	200 (2007 Average)	**CRASH RATE**	N/A
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	77	**CURBS**	☐
WIDTH/LANES	22 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The project is in the preliminary stages of scoping. Currently, two conceptual options are under evaluation. One option is to replace the failing culvert with a new design that will allow for fish passage. A second option includes changes to the geometry of the road (e.g., closure/reroute) and restoring the channel for fish passage and habitat restoration. Public outreach specific to this project will be fundamental to its scope in order to determine the appropriate solution.

CURRENT ISSUES: A deteriorated, four-foot cross pipe that is tied into the existing 27-inch diameter culvert is creating a potential road hazard. The eastbound travel lane over this structure is sinking as a result of the culvert's poor condition.



EXISTING STRUCTURAL CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$71,875		$71,875			
Construction Engineering (12.5%)	$71,875		$71,875			
Construction	$575,000		$575,000			
Total	$718,750		$718,750			

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$718,750		$718,750			
Total	$718,750		$718,750			

PROJECT BENEFITS

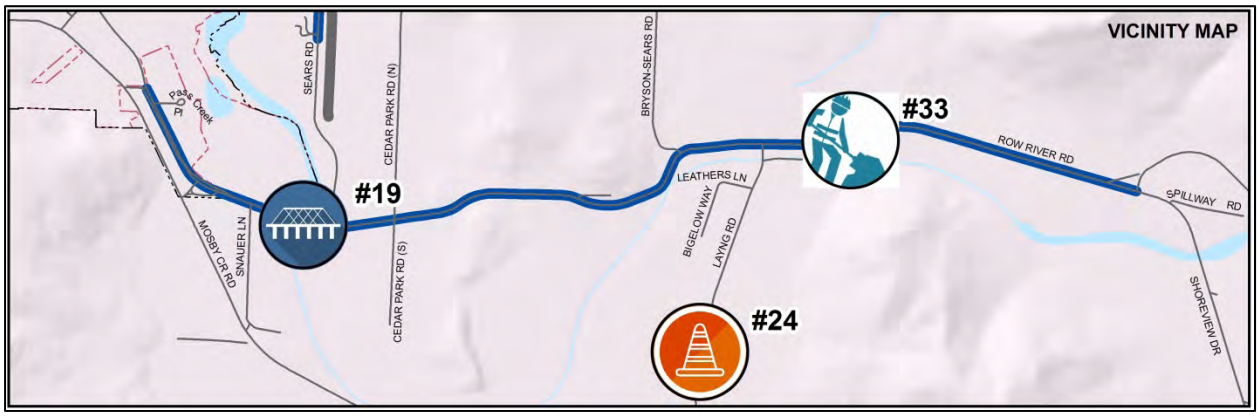
Safety Improvement	☒	Plan Consistency	☐
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

ROW RIVER ROAD RECONSTRUCTION (MAP 12, PROJECT 33)

PROJECT LIMIT	Cottage Grove UGB to Shoreview Drive (North End)	**ROAD NAME**	Row River Road
FUNCTIONAL CLASS	Varies (This segment: Rural Major Collector)	**PROJECT NUMBER**	Unassigned (TBA)
LENGTH	2 miles (+/-)	**PROJECT CATEGORY**	General Construction
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	2,470	**CRASH RATE**	0.60 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete over Asphalt Concrete	**SIDEWALKS**	☐
PCI	100 (2012 data)	**CURBS**	☐
WIDTH/LANES	Varies (This segment: 40 feet/2)	**BIKE LANES**	☒

SCOPE OF IMPROVEMENTS: The Lane County TSP identifies project work to include constructing a three-lane facility with bike lanes (Project 124b). Like Lorane Highway, this segment of Row River Road is a County-designated Emergency Transportation Route. Reconstruction of Row River Road will better-position Lane County to respond to issues with updated and improved infrastructure. Coordination with Project 19 (Row River Bridge #14964B & Seismic Retrofit) is required due to overlapping construction schedules.

CURRENT ISSUES: Users of Row River Road navigate high traffic speeds on intersecting County roads, limited sightlines, and long crossing distances. Large trucks frequently use this road along with other modes of travel that rural roads intend to serve. Milepost 4 was the site of two cyclist fatalities that occurred since 2007, which the Row River Trail project sought to address by responding with design solutions that improved safety for various types of vehicles and pedestrians along the road. However, attention to the safety of this roadway remains.



EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$115,625			$115,625		
Construction Engineering (12.5%)	$115,625			$115,625		
Construction	$925,000			$925,000		
Total	$1,156,250			$1,156,250		

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,156,250			$1,156,250		
Total	$1,156,250			$1,156,250		

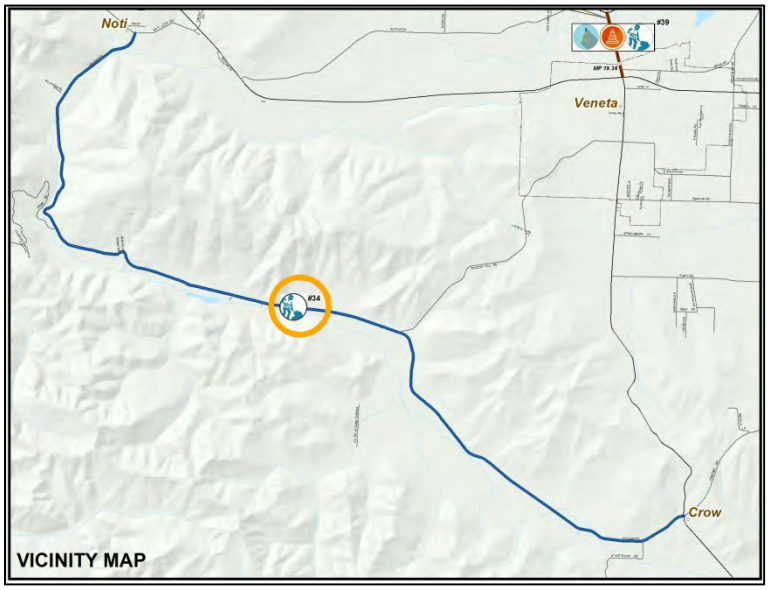
PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

VAUGHN ROAD RECONSTRUCTION (MAP 2, PROJECT 34)

PROJECT LIMIT	Noti Loop to Territorial Highway (MP 0.0 to MP 9.906)	**ROAD NAME**	Vaughn Road
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	Unassigned (TBA)
LENGTH	9.906 miles	**PROJECT CATEGORY**	General Construction
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	480	**CRASH RATE**	0.92 crash/mil. VM
PAVEMENT TYPE	Asphalt Concrete over Asphalt Concrete	**SIDEWALKS**	☐
PCI	Varies (Average of 81 calculated from 2016 data)	**CURBS**	☐
WIDTH/LANES	Varies (24 feet to MP 4.5, 28 feet from MP 4.5 to MP 6.7, 22 feet from MP 6.7 to MP 9.906)/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The 2017 Lane County TSP, Project 146, describes this work as including constructing the road to freight route standards with 12-foot travel lanes and 6-foot shoulders on both sides where possible. The increased shoulder width will allow vehicles additional room in the event that oncoming traffic crosses the centerline and will allow for clear zones for affected vehicles to avoid objects along the roadside in the event that they depart the roadway away on the passenger side.



CURRENT ISSUES: Though relatively flat, Vaughn Road's hairpin, "S"-shaped curves and narrow widths compromise the safety of this roadway. Some of its shoulders have steep, downward grades, some of which lead to occasionally flooded waterways. It is common for one side of the road with sharp drops in terrain to abut steep, upward-sloping hillsides on the other. In 2000 and 2002, two fatal crashes occurred. Several non-fatal crashes occurred in the last five years. This road accommodates many uses due to surrounding development patterns— it has active and former mill sites, homes, commercial uses, and contains at least one school bus stop. Vaughn Road is a designated freight route and potential freight route in the event that an earthquake damages bridges that are potentially vulnerable to seismic activity on OR 126.

EXISTING ROAD CONDITIONS

LOOKING NORTHEAST

LOOKING SOUTHWEST

LOOKING SOUTHEAST

LOOKING SOUTHWEST

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$109,375			$109,375		
Construction Engineering (12.5%)	$109,375			$109,375		
Construction	$875,000			$875,000		
Total	$1,093,750			$1,093,750		

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,093,750			$1,093,750		
Total	$1,093,750			$1,093,750		

PROJECT BENEFITS

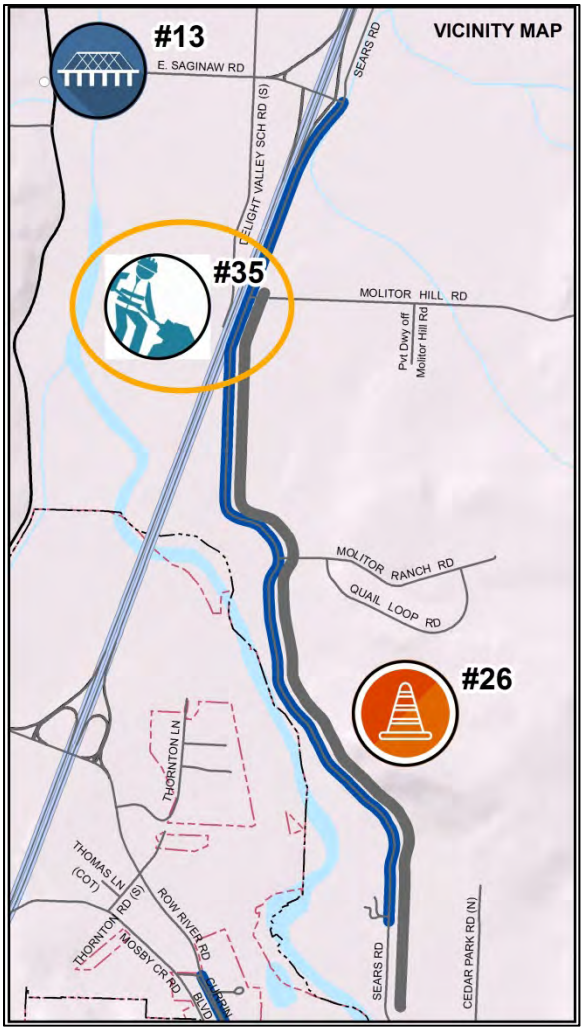
Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

SEARS ROAD RECONSTRUCTION (MAP 12, PROJECT 35)

PROJECT LIMIT	MP 0.62 to East Saginaw Road (MP 3.25 +/-)	**ROAD NAME**	Sears Road
FUNCTIONAL CLASS	Rural Minor Collector	**PROJECT NUMBER**	Unassigned (TBA)
LENGTH	2.63 miles	**PROJECT CATEGORY**	General Construction
FUNDING STATUS	Funded	**FUNDING SOURCE**	County-Funded
ADT	825	**CRASH RATE**	0.68 crash/mil. VM
PAVEMENT TYPE	Varies (Asphalt Concrete over Asphalt Concrete from MP 0.0 to 0.64 and 2.95 to 3.35, Asphalt Concrete from MP 0.64 to 2.95)	**SIDEWALKS**	☐
PCI	82 (Average)	**CURBS**	☐
WIDTH/LANES	Varies (MP 0.0 to 2.95: 22 feet, MP 2.95 to 3.35: 30 feet)/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The Lane County TSP (2017) identifies this project as Project 129. Work will entail constructing to minor collector standards. Specific elements will include two, 11-foot travel lanes and 4-foot shoulders on both sides of the road. Along with the removal of fixed objects (CIP Project 26), this project will integrate systemic safety measures as feasible.

CURRENT ISSUES: From the 1980s through 2004, Sears Road had a history of restricted load limits via Board Order. While the pavement condition of Sears Road improved since 2004 due to a temporary solution for surface treatment with a thin overlay of asphalt concrete in 2008, opportunity remains for addressing deficient features that limit the function and safety of this roadway. The width of Sears Road leaves travelers subject to narrow and/or no shoulders along a relatively high speed road; there is no posted speed limit on Sears Road with the exception of specific curve warning locations that post 45 miles per hour. This road is known for several fatalities and crashes. Four crashes- one of which was fatal—occurred within the last seven years.



EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$196,875				$196,875	
Construction Engineering (12.5%)	$196,875				$196,875	
Construction	$1,575,000				$1,575,000	
Total	$1,968,750				$1,968,750	

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,968,750				$1,968,750	
Total	$1,968,750				$1,968,750	

PROJECT BENEFITS

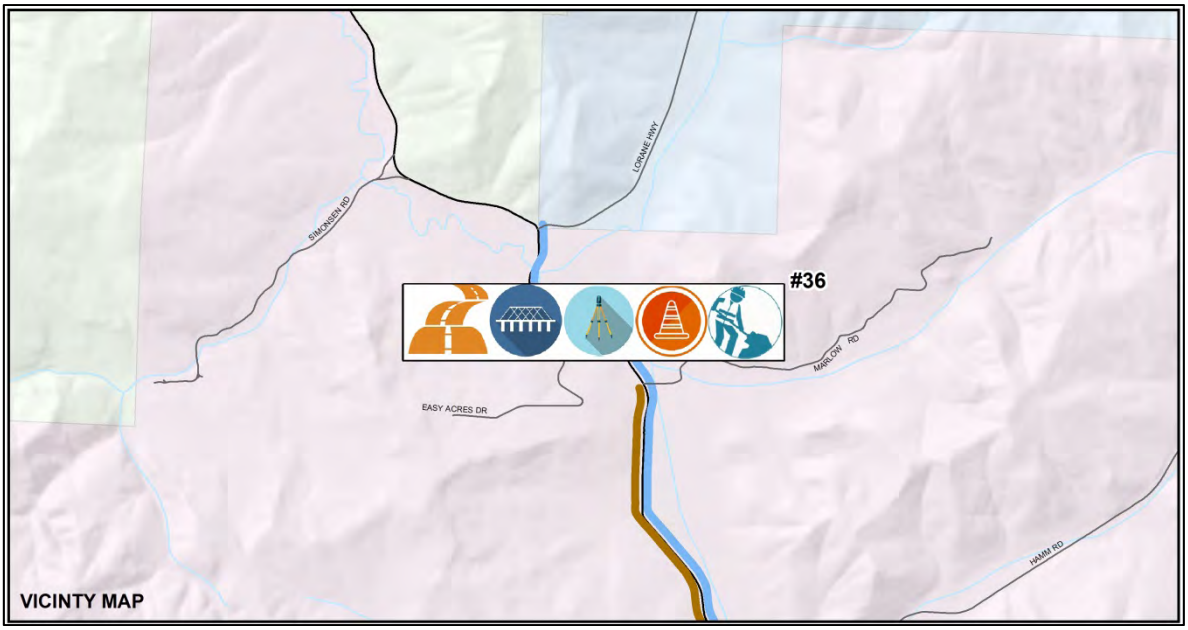
Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☐
Congestion Improvement	☐	Supports Tourism & Recreation	☐
Provides Bike/Ped. Connectivity	☐	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☐	Has Public Requests/Support	☐

TERRITORIAL HIGHWAY
GILLESPIE CORNERS TO HAMM ROAD PHASE 1 (MAP 5, PROJECT 36)

PROJECT LIMIT	MP 32.06 to 34.47	**ROAD NAME**	Territorial Highway
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	Unassigned (TBA)
LENGTH	2.41 miles	**PROJECT CATEGORY**	Road Reconstruction
FUNDING STATUS	Funded	**FUNDING SOURCE**	Jurisdictional Transfer (HB2017)/County-Funded
ADT	1,700	**CRASH RATE**	No Data
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	No Data	**CURBS**	☐
WIDTH/LANES	Varies 20-22 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The Lane County TSP (2017) identifies this project as Project 141b. The proposed roadway will generally follow the existing roadway alignment through this section. The roadway sections will consist of two 11-foot travel lanes with 6-foot shoulders. Bike lanes will be located on both sides of the roadway in the shoulder area. Curve widening will occur at horizontal curves to maximize safety for bicycle and pedestrian traffic. Other improvements will include guardrail upgrades, culvert replacement, and stormwater facility construction.

CURRENT ISSUES: The roadway geometry of this section of highway is substandard with sharp curves, steep grades, and narrow shoulders. The general overall condition of the roadway is poor. Sight distance is limited at numerous locations.



EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering	$750,000	$750,000				
Construction Engineering (15%)	$1,050,000				$1,050,000	
Construction	$7,000,000				$7,000,000	
Total	$8,800,000	$750,000			$8,050,000	

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,800,000	$750,000			$1,050,000	
HB2017[i]	$7,000,000				$7,000,000	
Total	$8,800,000	$750,000			$8,050,000	

PROJECT BENEFITS

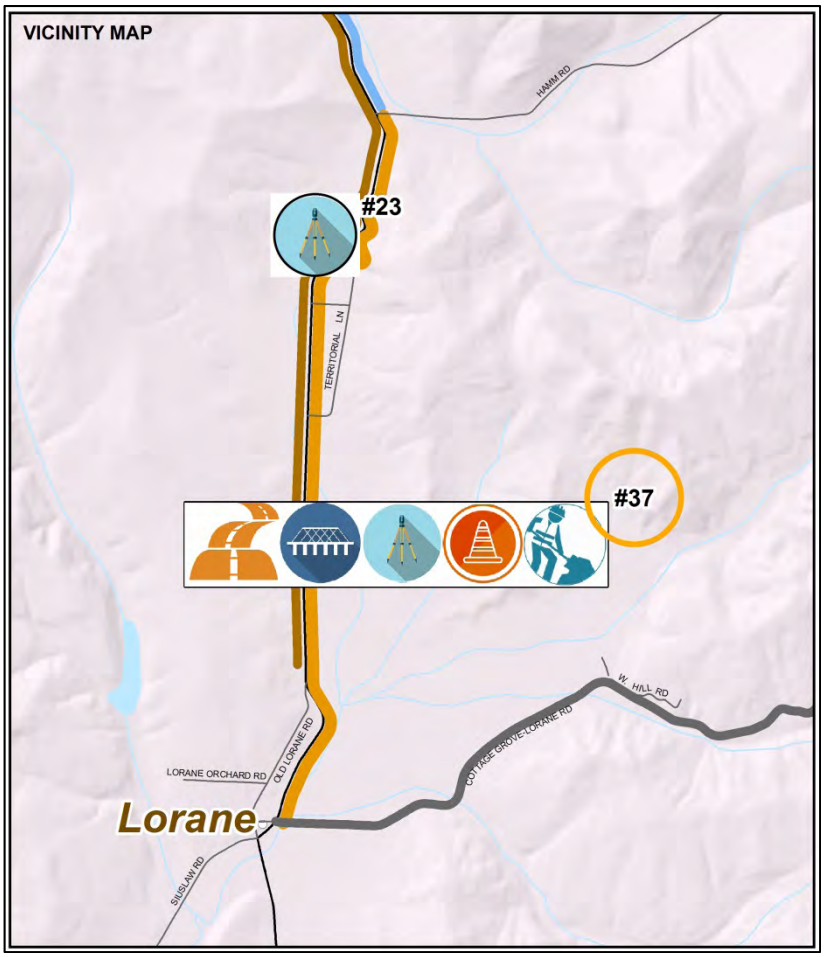
Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☒
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☒

[i] The amount received from HB2017 for the transfer of Territorial Highway to Lane County will become part of the Road Fund, though funds received from the transfer will be managed with a separate account code for budgeting purposes. The current cost to the Road Fund for this project as shown above will accordingly increase, commensurate with the amount received from ODOT upon the transfer.

TERRITORIAL HIGHWAY
HAMM ROAD TO LORANE PHASE 2 (MAP 5, PROJECT 37)

PROJECT LIMIT	MP 34.07 to 37.77	**ROAD NAME**	Territorial Highway
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	Unassigned (TBA)
LENGTH	3.7 miles	**PROJECT CATEGORY**	Road Reconstruction
FUNDING STATUS	Funded	**FUNDING SOURCE**	Jurisdictional Transfer (HB2017)/County-Funded
ADT	1,700	**CRASH RATE**	No Data
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	No Data	**CURBS**	☐
WIDTH/LANES	Varies 20-22 feet/2	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The Lane County TSP (2017) identifies this project as Project 141c. The proposed roadway will generally follow the existing roadway alignment through this section. The roadway sections will consist of two 11- foot travel lanes with 6-foot shoulders. Bike lanes will be located on both sides of the roadway in the shoulder area. Curve widening will be applied to horizontal curves to maximize safety for the bicycle and pedestrian traffic. Other improvements will include guardrail upgrades, culvert replacement, and stormwater facility construction.



CURRENT ISSUES: The roadway geometry of this section of highway is substandard with sharp curves, steep grades, and narrow shoulders. The general overall condition of the roadway is poor, and the sight distance is limited at numerous locations. A portion of the project is located within an active slide area (MP 34.8), which will require extensive geotechnical design and mitigation.

EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering[j]	$250,000	$250,000				
Construction Engineering (15%)	$1,500,000					$1,500,000
Construction	$10,000,000					$10,000,000
Total	$11,750,000	$250,000				$11,500,000

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund	$1,500,000					$1,500,000
HB2017[k]	$10,250,000	$250,000				$10,000,000
Total	$11,750,000	$250,000				$11,500,000

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☒	Economic Development	☒
Congestion Improvement	☐	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☒

[j] Lane County is receiving $1,000,000 to complete the design for Territorial from Gillespie Corners to Lorane. $750,000 was assigned to the PE costs for Gillespie Corners to Hamm Road due to necessary slide repairs, which add greater complexity to the work involved (see CIP Project 36).

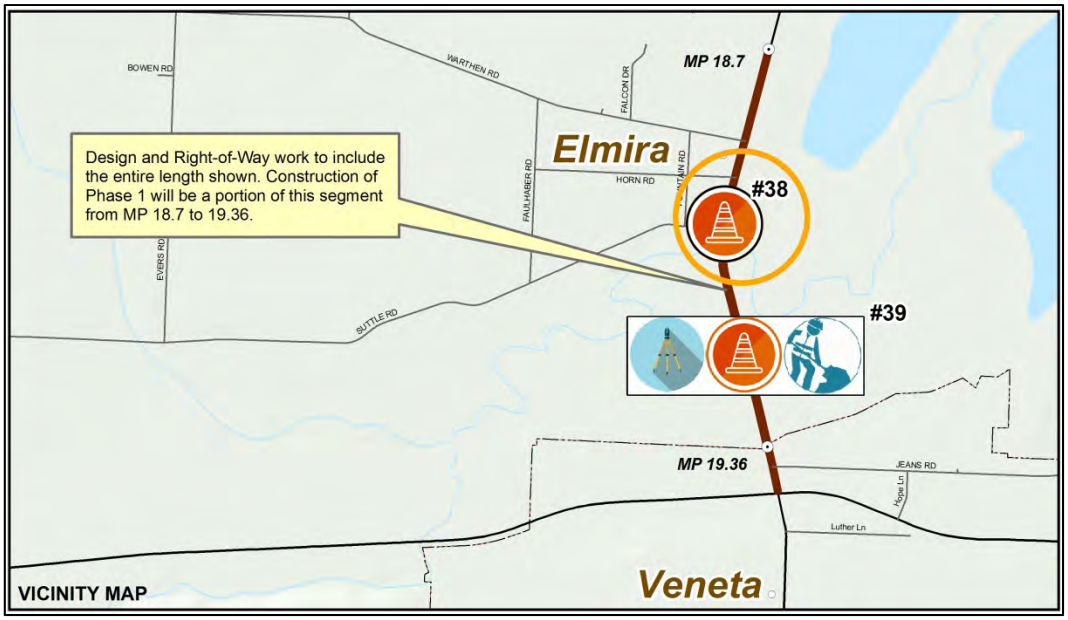
[k] The amount received from HB2017 for the transfer of Territorial Highway to Lane County will become part of the Road Fund, though funds received from the transfer will be managed with a separate account code for budgeting purposes. The current cost to the Road Fund for this project as shown above will accordingly increase, commensurate with the amount received from ODOT upon the transfer.

TERRITORIAL HIGHWAY/SUTTLE ROAD INTERSECTION IMPROVEMENTS (MAP 2, PROJECT 38)

PROJECT LIMIT	Location at Territorial Highway MP 18.7	**ROAD NAME**	Territorial Highway & Suttle Road
FUNCTIONAL CLASS	Rural Major Collector	**PROJECT NUMBER**	Unassigned (TBA)
LENGTH	Spot Improvement	**PROJECT CATEGORY**	Intersection Improvements
FUNDING STATUS	Not Yet Funded	**FUNDING SOURCE**	TBD
ADT	1,145 (Suttle Road)	**CRASH RATE**	1.01 crashes/mil. VM
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	No Data	**CURBS**	☐
WIDTH/LANES	N/A	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The Lane County TSP (2017) identifies this project as Project 144e. This project will coincide with the Elmira-Veneta Multi-Use Path Project (CIP Project 39, TSP Projects 144a and 144b). This component of the project will be to design and construct safe access for the planned multi-use path crossing. The path—and subsequently this intersection crossing—will allow pedestrian and bicycle access to and from schools in the area.

CURRENT ISSUES: There are currently no designated pedestrian and bicycle facilities at this intersection, which leads students from Veneta to three schools: Elmira High School, Elmira Elementary School, and Fern Ridge Middle School. Existing sidewalks terminate at the northern city limits of Veneta. These intersection improvements will help people safely cross from the planned multi-use path across Suttle Road.



EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (12.5%)	$93,750					$93,750
Construction Engineering (12.5%)	$93,750					$93,750
Construction	$750,000					$750,000
Total	$937,500					$937,500

FUNDING SOURCES

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund[I]	$937,500					$937,500
Total	$937,500					$937,500

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☐
Congestion Improvement	☒	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☒
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☐

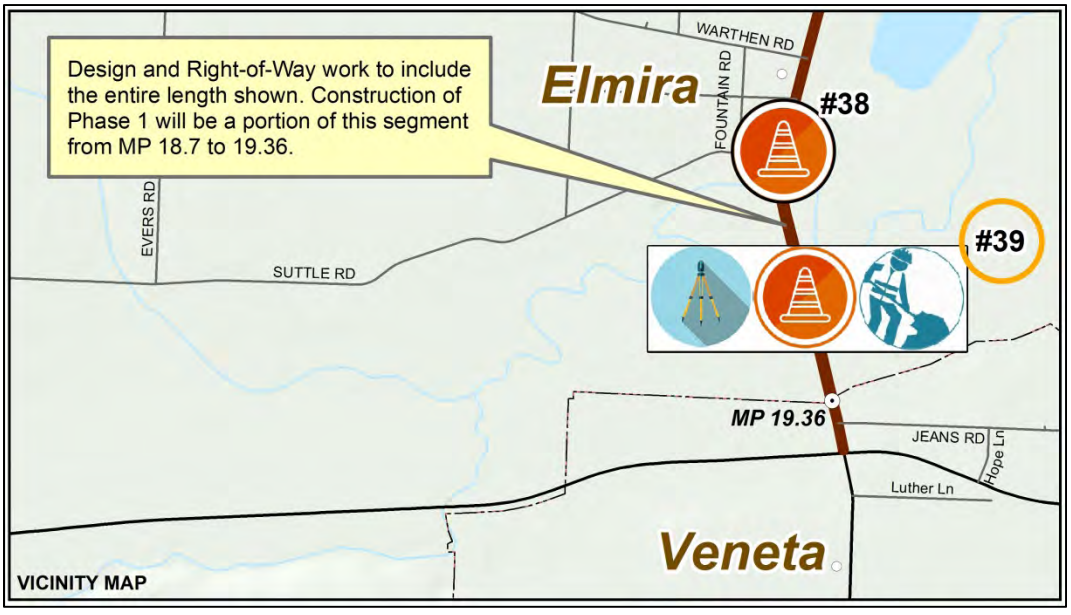
[I] Assumed source until opportunities for external funding are considered.

TERRITORIAL HIGHWAY
ELMIRA-VENETA MULTI-USE PATH CONSTRUCTION PHASE 1 (MAP 2, PROJECT 39)

PROJECT LIMIT	MP 18.7 to 19.36	**ROAD NAME**	Territorial Highway
FUNCTIONAL CLASS	N/A	**PROJECT NUMBER**	Unassigned (TBA)
LENGTH	0.66 mile	**PROJECT CATEGORY**	Infrastructure Safety, Right-of-Way, General Construction
FUNDING STATUS	Partially Funded (Design)	**FUNDING SOURCE**	STIP/Road Fund/TBD
ADT	N/A	**CRASH RATE**	N/A
PAVEMENT TYPE	Asphalt Concrete	**SIDEWALKS**	☐
PCI	N/A	**CURBS**	☐
WIDTH/LANES	N/A	**BIKE LANES**	☐

SCOPE OF IMPROVEMENTS: The preliminary engineering and right-of-way portion of the project is currently funded in the 2018-2021 STIP (TSP Project 144a). Construction of this separated multi-use path project is identified as a separate project in the Lane County TSP (Project 144b). This path will provide access for people who bike and walk north of Veneta to Elmira High School, Elmira Elementary School, and Fern Ridge Middle School. The path will be located within the Territorial Highway right-of-way along the western edge of the roadway. This component of the project (Phase I) will exclude the existing bridges. Path construction on/near the bridges will during the Phase II construction project.

CURRENT ISSUES: There are currently no designated pedestrian and bicycle facilities along this segment of Territorial Highway, which leads students from Veneta to three schools: Elmira High School, Elmira Elementary School, and Fern Ridge Middle School. Existing sidewalks terminate at the northern city limits of Veneta.



EXISTING ROAD CONDITIONS

PROJECT COST

Project Element	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Preliminary Engineering (20%)	$215,066					$215,066
Construction Engineering (10%)	$107,533					$107,533
Right-of-Way	$10,900		$10,900			
Construction	$1,075,330					$1,075,330
Total	$1,408,829					$1,408,829

ADDITIONAL FUNDING SOURCES (IF APPLICABLE)

Source	Total	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23
Road Fund[m]	$1,408,829					$1,408,829
Total	$1,408,829					$1,408,829

PROJECT BENEFITS

Safety Improvement	☒	Plan Consistency	☒
Structural Capacity Enhancement	☐	Economic Development	☒
Congestion Improvement	☒	Supports Tourism & Recreation	☒
Provides Bike/Ped. Connectivity	☒	Preserves Bridge/Pavement	☐
Leverages Other Projects/Funds	☒	Has Public Requests/Support	☐

[m] Though this project identifies the Road Fund as the financial resource to fund the project at this time, Road Fund dollars for the project are subject to change. Lane County is currently applying for FLAP funds and will likely seek external funding opportunities over the next few years. This project is a partnership with the City of Veneta.