

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

Phase 1 will reconstruct 8th Avenue between Mill Street and Ferry Street; will construct a new segment of Ferry Street north of 8th Avenue; will construct the new segment of ORE 99W westbound along the railroad from Ferry Street back to Mill Street. See the diagram of this phase for more details.

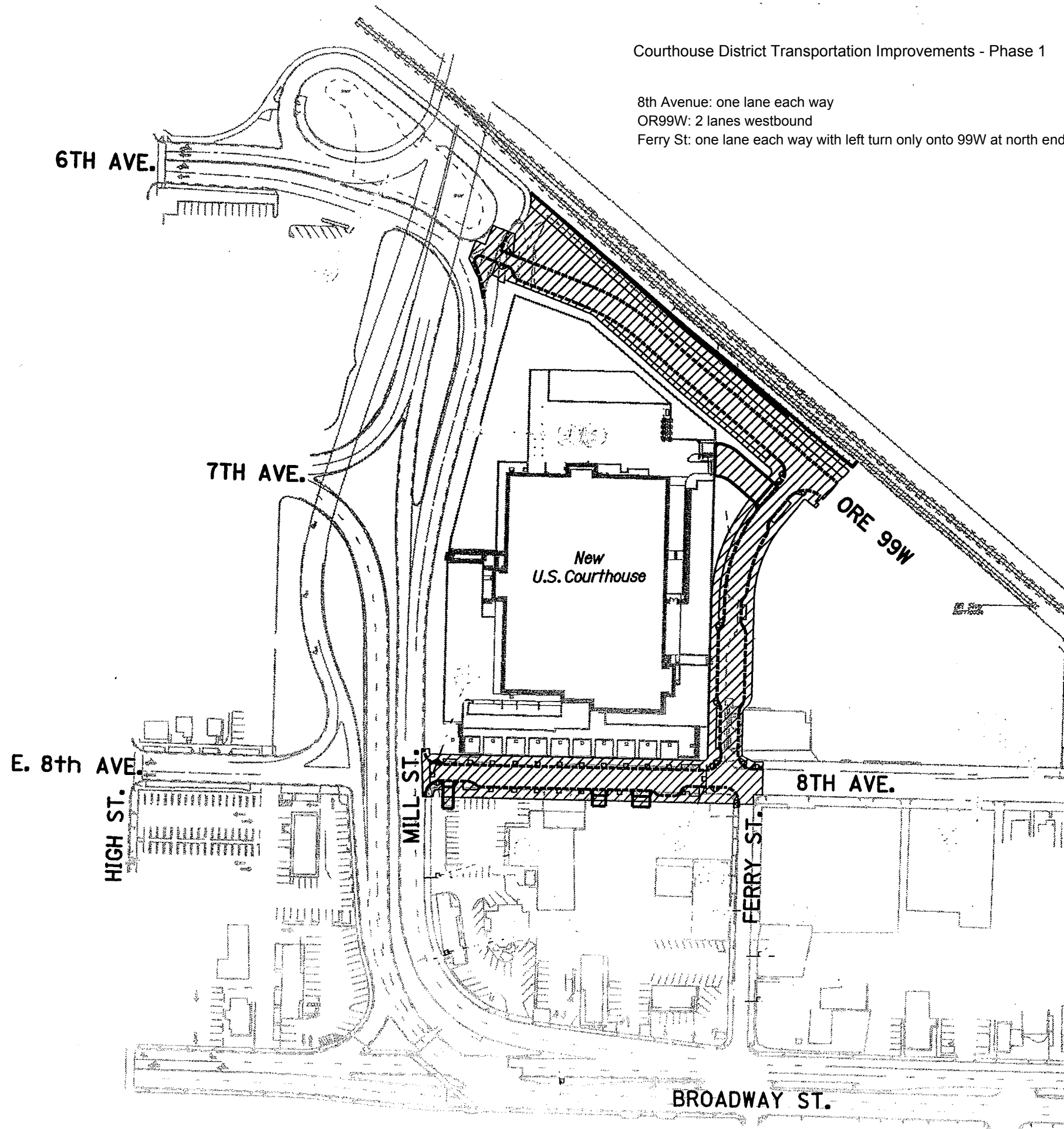
Phase 2 will complete reconstruction of 8th; the construction/reconstruction of ORE 99W westbound along the railroad from Broadway to Ferry; reconstruction of Ferry Street between 8th and Broadway; reconstruction of Mill Street between Broadway and 6th Avenue (narrowing to a single lane up to 8th); widening the southbound ramp from 7th to Mill to three lanes; widening the southbound ramp from the FSB viaduct to three lanes; and signaling 8th Avenue at Mill Street. See the annotated aerial photo for more details.

Courthouse District Transportation Improvements - Phase 1

8th Avenue: one lane each way

OR99W: 2 lanes westbound

Ferry St: one lane each way with left turn only onto 99W at north end





High

CURRENT GEOMETRY

North



6th

7th

8th

Mill

Ferry

Patterson

Hilyard

Broadway

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

Phase 1 will reconstruct 8th Avenue between Mill Street and Ferry Street; will construct a new segment of Ferry Street north of 8th Avenue; will construct the new segment of ORE 99W westbound along the railroad from Ferry Street back to Mill Street. See the diagram of this phase for more details.

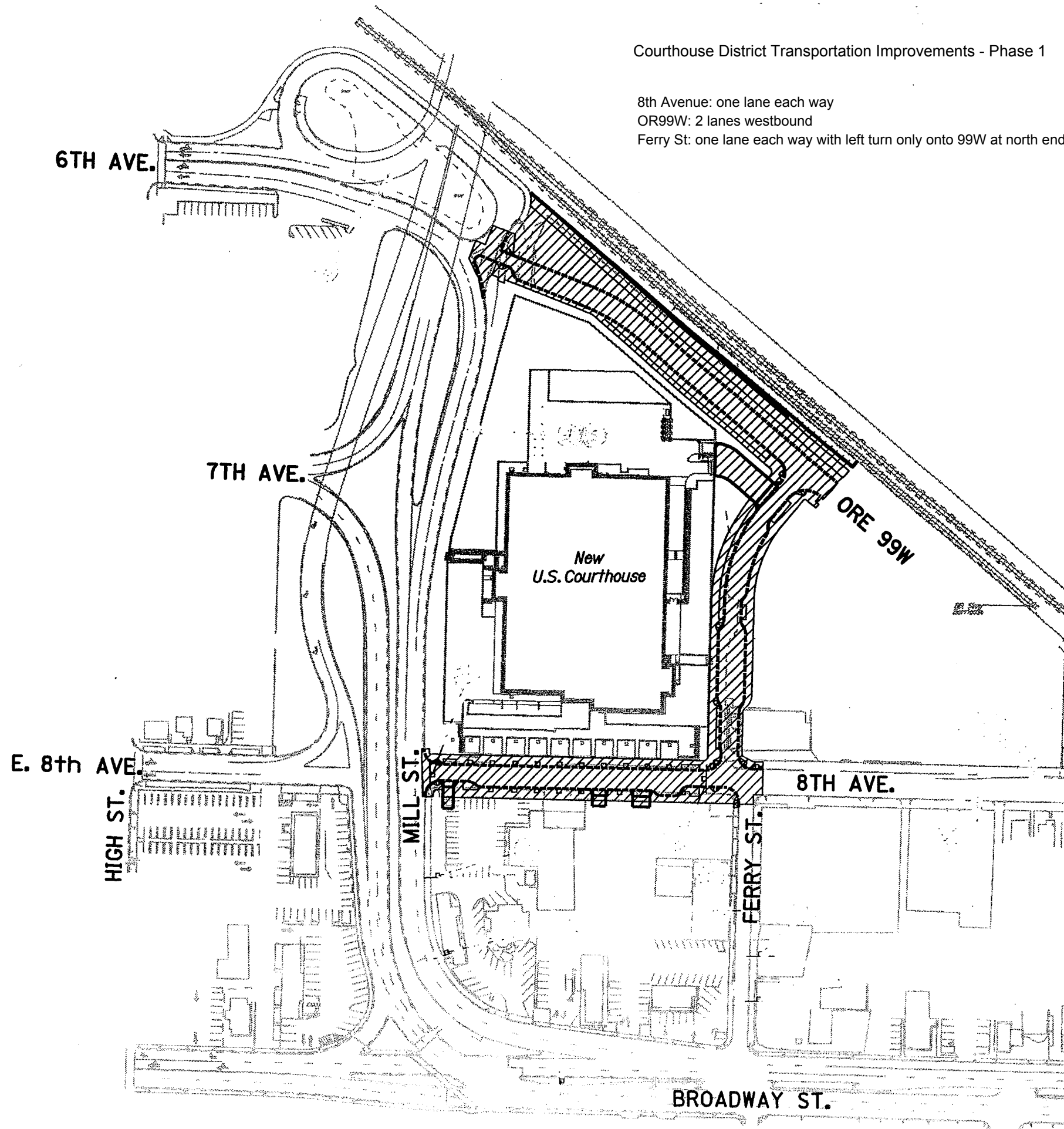
Phase 2 will complete reconstruction of 8th; the construction/reconstruction of ORE 99W westbound along the railroad from Broadway to Ferry; reconstruction of Ferry Street between 8th and Broadway; reconstruction of Mill Street between Broadway and 6th Avenue (narrowing to a single lane up to 8th); widening the southbound ramp from 7th to Mill to three lanes; widening the southbound ramp from the FSB viaduct to three lanes; and signaling 8th Avenue at Mill Street. See the annotated aerial photo for more details.

Courthouse District Transportation Improvements - Phase 1

8th Avenue: one lane each way

OR99W: 2 lanes westbound

Ferry St: one lane each way with left turn only onto 99W at north end



High

Mill

Ferry

Patterson

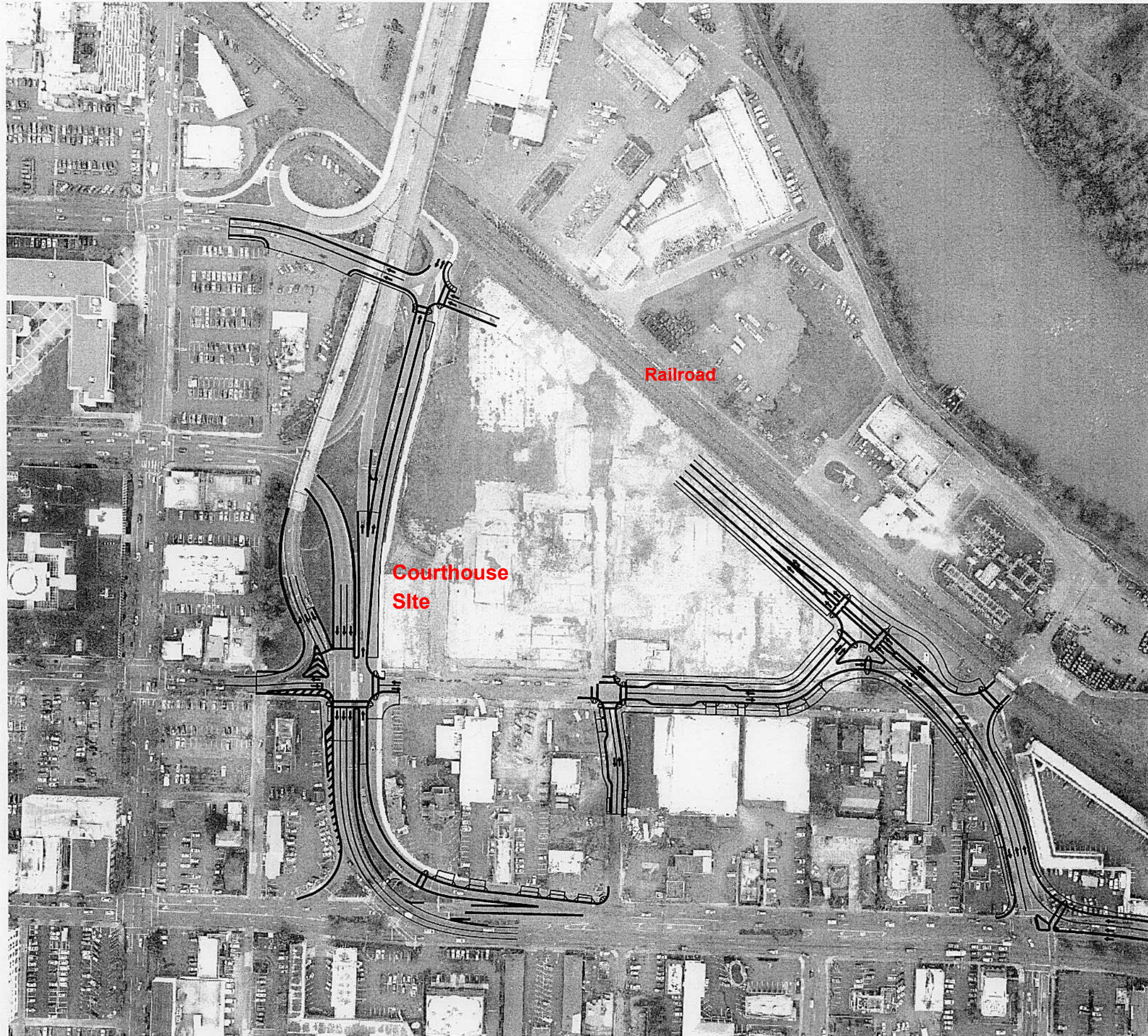
Hilyard

6th Ave

7th Ave

8th Ave

Broadway



North





CURRENT GEOMETRY



High

6th

7th

8th

Mill

Ferry

Patterson

Hilyard

Broadway



Amendment Number:	2005 - 23
Reviewed by USDOT:	5/16/05
TPC Approved:	5/19/05
Public Comment began:	
Public Comment complete:	
MPC Approved/Informed:	
Sent to ODOT/STIP Coord:	
STIP Amendment #:	

AMENDMENT

FY05-07 Metropolitan Transportation Improvement Program (MTIP)

DATE OF REQUEST: 5/16/2005

BY AGENCY, PERSON: Eugene, Lisa Gardner

ODOT KEY NUMBER: 13189

RTP NUMBER/POLICY: 198

PROJECT NAME: High St - Hilyard St (Eugene) (aka Eugene Courthouse Transp. Improvements - PE)

ACTION REQUESTED:

- delete existing MTIP project
- add new MTIP project
- change existing MTIP project

REASON FOR REQUEST:

Reflect the rescission in the Federal earmark - \$4.96 million instead of \$5 million. To better manage the funds distribute the earmark between PE (key number 13189), R/W and Construction Phase 1 (key number 13378) , and Construction Phase 2 (key number 13379)

IS THIS REQUEST AN ADMINISTRATIVE AMENDMENT?

- Yes *other-described below in OTHER COMMENTS*
- No (requires MPC adoption)

FISCAL CONSTRAINT

Is this project federally funded?
Changes in funding sources:

- Yes
- No
- Federal: *High Priority Projects- earmarks*
- State: *None - no change*
- Local: *None- no change*

AIR QUALITY – CONFORMITY:

Is the project in the AQMA? (see map <http://www.lcog.org/aqc/default.htm>) Yes No
If YES,

Is the project EXEMPT from Air Quality Conformity ? Yes No
If YES, specify exempt category (see Appendix A; e.g. Table 2-Safety-adding medians):

If NO,

- Is this project regionally significant? (see Appendix A): Yes No
- Does this amendment trigger a conformity determination? Yes No

Provide rationale for this declaration:

Scope of project is unchanged - amendment moves funding between phases but the work is planned for completion within the MTIP planning horizon. There is no crossing of a conformity analysis year.

OTHER COMMENTS:

This project is a part of the Eugene Courthouse District Transportation Improvements Project. The overall project funding (key numbers 13189, 13378, and 13379) has only a minor cost reductin. There are no air quality implications, no scope changes, and funding sources remain the same

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

Phase 1 will reconstruct 8th Avenue between Mill Street and Ferry Street; will construct a new segment of Ferry Street north of 8th Avenue; will construct the new segment of ORE 99W westbound along the railroad from Ferry Street back to Mill Street. See the diagram of this phase for more details.

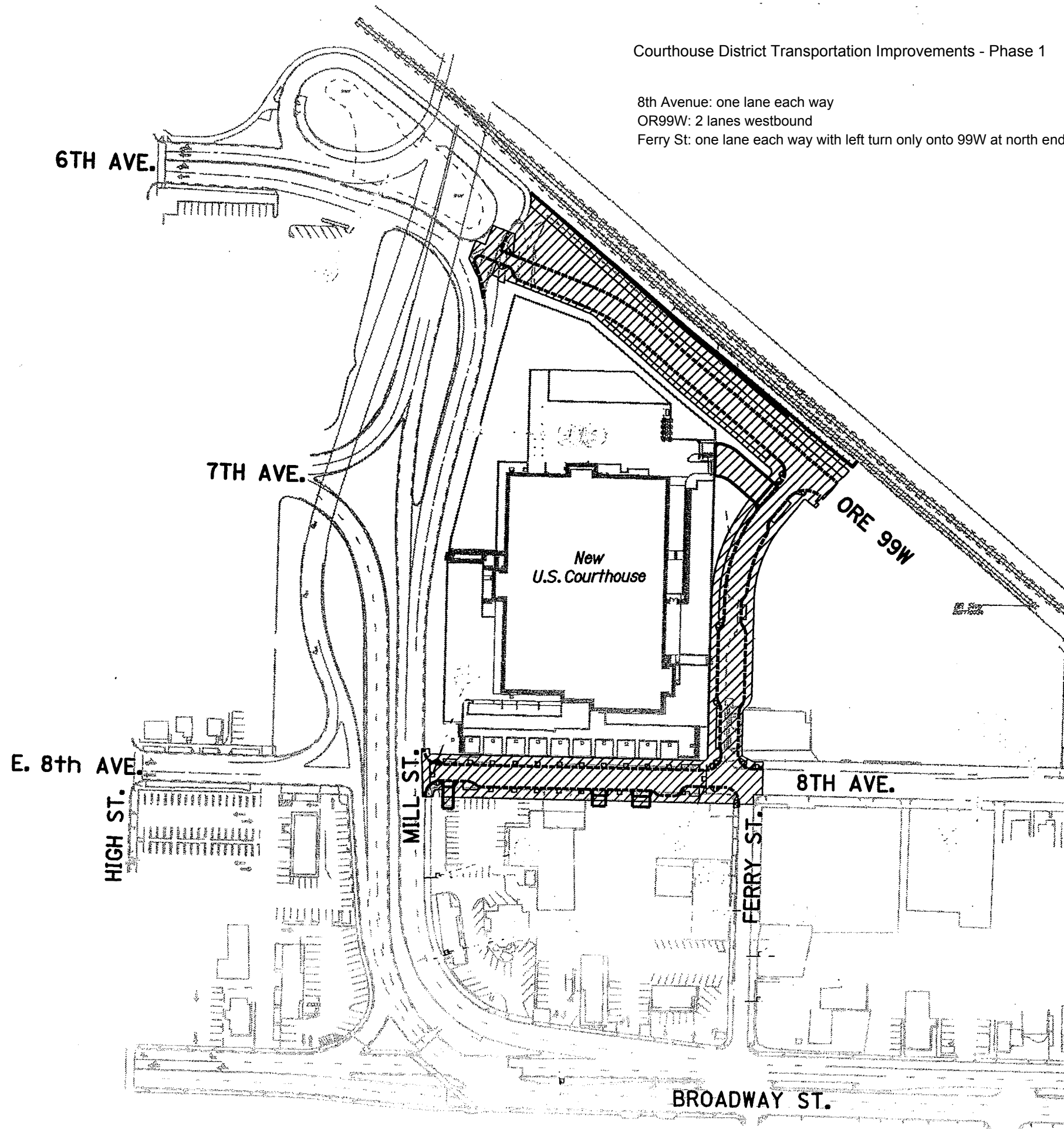
Phase 2 will complete reconstruction of 8th; the construction/reconstruction of ORE 99W westbound along the railroad from Broadway to Ferry; reconstruction of Ferry Street between 8th and Broadway; reconstruction of Mill Street between Broadway and 6th Avenue (narrowing to a single lane up to 8th); widening the southbound ramp from 7th to Mill to three lanes; widening the southbound ramp from the FSB viaduct to three lanes; and signaling 8th Avenue at Mill Street. See the annotated aerial photo for more details.

Courthouse District Transportation Improvements - Phase 1

8th Avenue: one lane each way

OR99W: 2 lanes westbound

Ferry St: one lane each way with left turn only onto 99W at north end



High

Mill

Ferry

Patterson

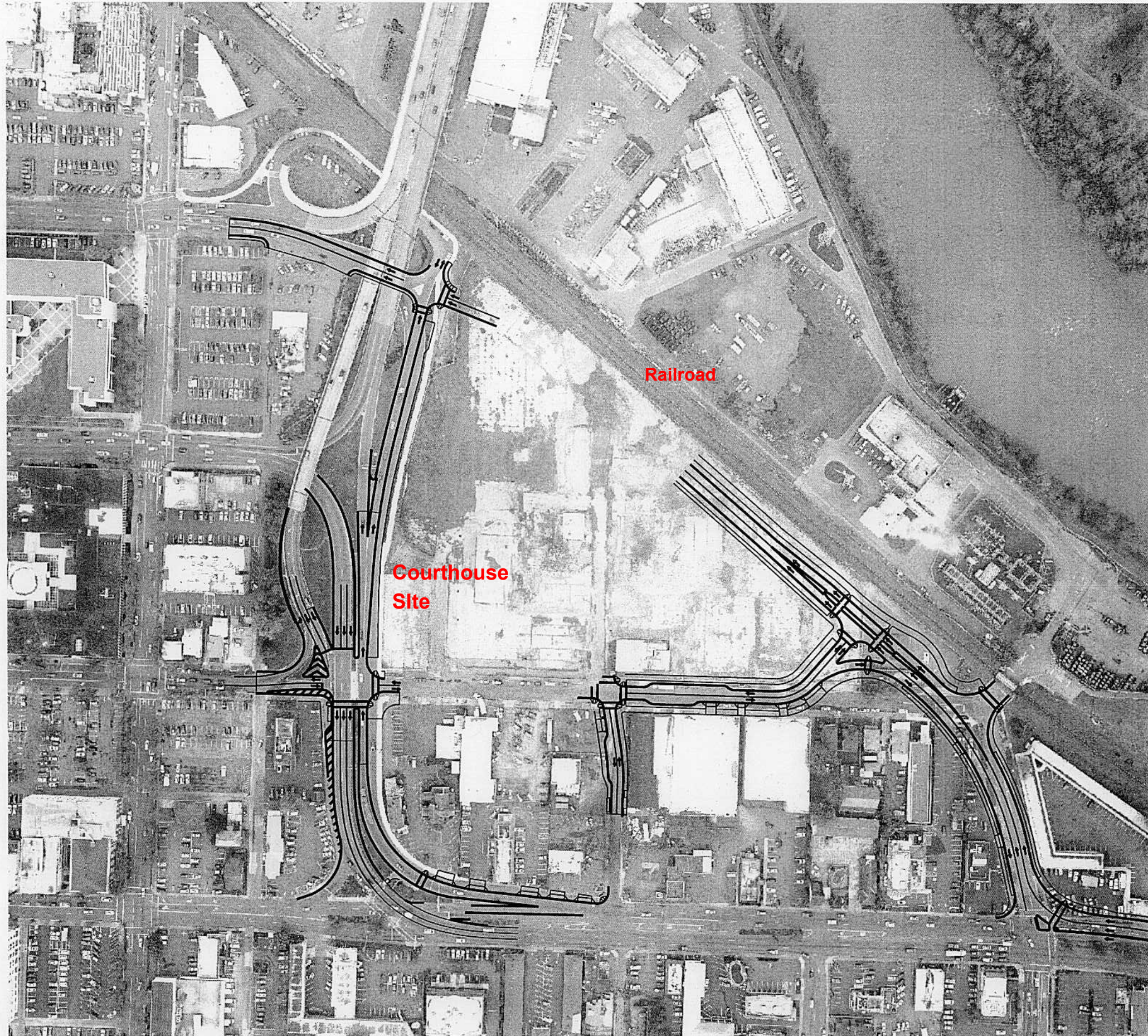
Hilyard

6th Ave

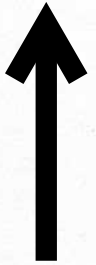
7th Ave

8th Ave

Broadway



North





CURRENT GEOMETRY



High

6th

7th

8th

Mill

Ferry

Patterson

Hilyard

Broadway



Amendment Number:	2005 - 19
Reviewed by USDOT:	5/16/05
TPC Approved:	5/19/05
Public Comment began:	
Public Comment complete:	
MPC Approved/Informed:	
Sent to ODOT/STIP Coord:	
STIP Amendment #:	

AMENDMENT

FY05-07 Metropolitan Transportation Improvement Program (MTIP)

DATE OF REQUEST: 5/16/2005 **BY AGENCY, PERSON:** Eugene, Lisa Gardner

ODOT KEY NUMBER: 13379 **RTP NUMBER/POLICY:** 198

PROJECT NAME: Courthouse District Transportation Improvements-2

ACTION REQUESTED:

- delete existing MTIP project
- add new MTIP project
- change existing MTIP project

REASON FOR REQUEST:

Reflect the rescission in the Federal earmark - \$4.96 million instead of \$5 million. To better manage the funds distribute the earmark between PE (key number 13189), R/W and Construction Phase 1 (key number 13378) , and Construction Phase 2 (key number 13379)

IS THIS REQUEST AN ADMINISTRATIVE AMENDMENT?

- Yes *other-described below in OTHER COMMENTS* No (requires MPC adoption)

FISCAL CONSTRAINT

Is this project federally funded? Yes No
Changes in funding sources: Federal: *High Priority Projects- earmarks*
State: *None - no change*
Local: *None- no change*

AIR QUALITY – CONFORMITY:

Is the project in the AQMA? (see map <http://www.lcog.org/aqc/default.htm>) Yes No
If YES,

Is the project EXEMPT from Air Quality Conformity ? Yes No
If YES, specify exempt category (see Appendix A; e.g. Table 2-Safety-adding medians):

If NO,

Is this project regionally significant? (see Appendix A): Yes No
Does this amendment trigger a conformity determination? Yes No

Provide rationale for this declaration:

Scope of project is unchanged - amendment moves funding between phases but the work is planned for completion within the MTIP planning horizon. There is no crossing of a conformity analysis year.

OTHER COMMENTS:

The overall project funding (key numbers 13189, 13378, and 13379) has only a minor cost reductin. There are no air quality implications, no scope changes, and funding sources remain the same

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

Phase 1 will reconstruct 8th Avenue between Mill Street and Ferry Street; will construct a new segment of Ferry Street north of 8th Avenue; will construct the new segment of ORE 99W westbound along the railroad from Ferry Street back to Mill Street. See the diagram of this phase for more details.

Phase 2 will complete reconstruction of 8th; the construction/reconstruction of ORE 99W westbound along the railroad from Broadway to Ferry; reconstruction of Ferry Street between 8th and Broadway; reconstruction of Mill Street between Broadway and 6th Avenue (narrowing to a single lane up to 8th); widening the southbound ramp from 7th to Mill to three lanes; widening the southbound ramp from the FSB viaduct to three lanes; and signaling 8th Avenue at Mill Street. See the annotated aerial photo for more details.

High

Mill

Ferry

Patterson

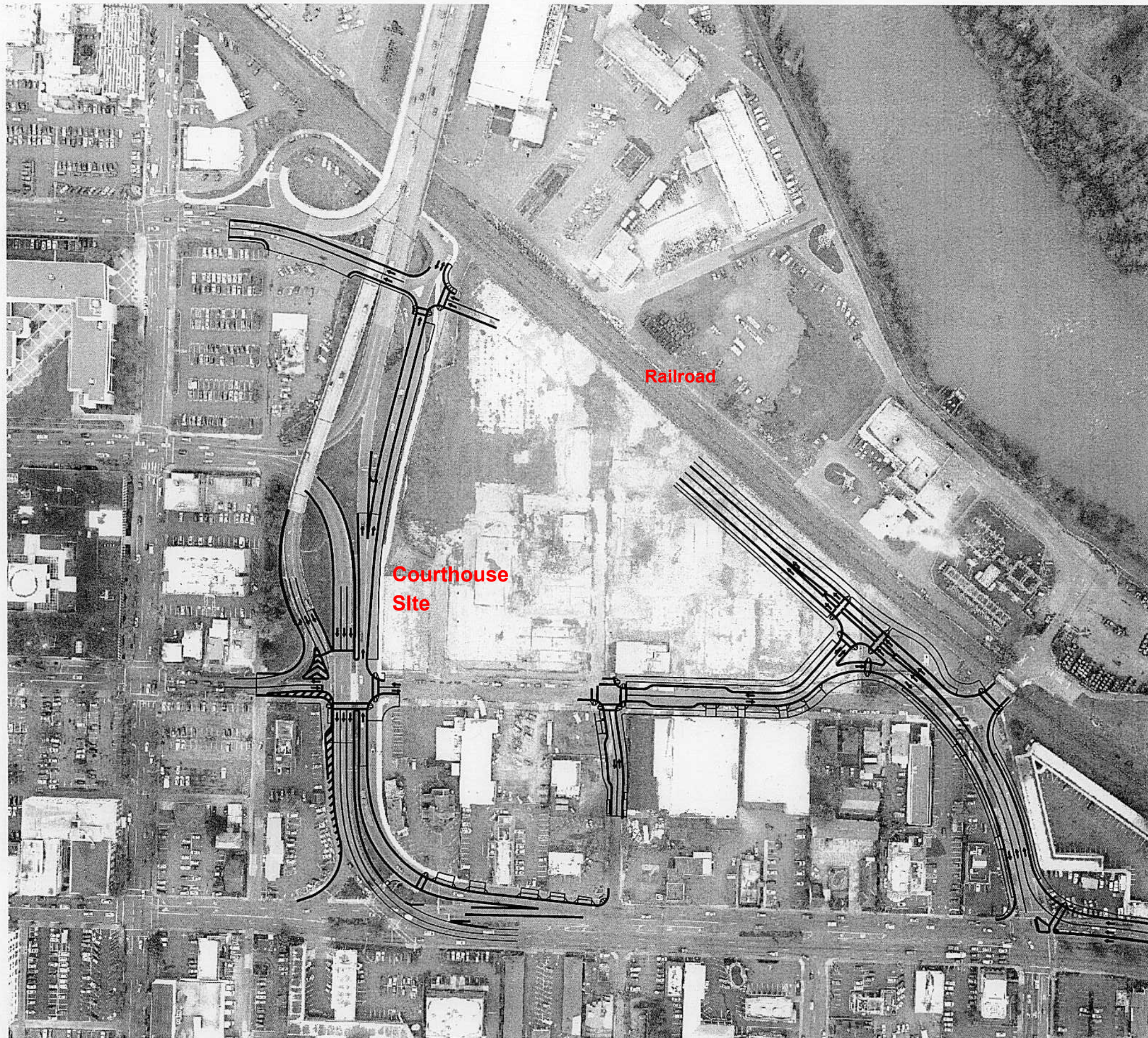
Hilyard

6th Ave

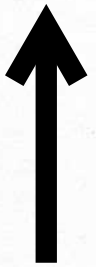
7th Ave

8th Ave

Broadway



North





High

CURRENT GEOMETRY

North



6th

7th

8th

Mill

Ferry

Patterson

Hilyard

Broadway

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

EmX Vehicle

A transit vehicle specifically designed for a bus rapid transit application will carry passengers on the first EmX line. It is a 60-foot articulated vehicle with hybrid-electric propulsion. Wide doors on both sides of the vehicle will make boarding in median stations possible. EmX branding includes a logo, color, and design on all vehicles.





Amendment Number:	2005 - 21
Reviewed by USDOT:	5/16/05
TPC Approved:	5/19/05
Public Comment began:	
Public Comment complete:	
MPC Approved/Informed:	
Sent to ODOT/STIP Coord:	
STIP Amendment #:	

AMENDMENT

FY05-07 Metropolitan Transportation Improvement Program (MTIP)

DATE OF REQUEST: 5/9/2005 **BY AGENCY, PERSON:** LTD, Todd Lipkin

ODOT KEY NUMBER: TBD **RTP NUMBER/POLICY:** 1115

PROJECT NAME: BRT Pioneer Parkway Project Development

ACTION REQUESTED:

- delete existing MTIP project
- add new MTIP project
- change existing MTIP project

REASON FOR REQUEST:

Remove Federal 5309 capital improvement program funds. FTA/ODOT have clarified that Federal 5309 funds cannot be programmed into the MTIP ahead of project grant approval. Such funds are specified in planning documents but cannot now be shown in the MTIP.

IS THIS REQUEST AN ADMINISTRATIVE AMENDMENT?

- Yes *other-described below in OTHER COMMENTS* No (requires MPC adoption)

FISCAL CONSTRAINT

Is this project federally funded? Yes No
Changes in funding sources: Federal: *Transit 5309 - capital program*
State: *no change*
Local: *no change*

AIR QUALITY – CONFORMITY:

Is the project in the AQMA? (see map <http://www.lcog.org/aqc/default.htm>) Yes No
If YES,

Is the project EXEMPT from Air Quality Conformity ? Yes No

If YES, specify exempt category (see Appendix A; e.g. Table 2-Safety-adding medians):

OAD 340-252-0270 Table 2 – Other – Planning and Technical Studies; Engineering to assess social, economic and environmental effects

If NO,

Is this project regionally significant? (see Appendix A): Yes No

Does this amendment trigger a conformity determination? Yes No

Provide rationale for this declaration:

OTHER COMMENTS:

This project received STP-U funds in April 2005 through amendment 2005-14. Federal 5309 funds (transit capital program) were previously indicated as funding for this project. Due to FTA/ODOT policy, 5309 funds cannot now be programmed ahead of grant approval. These funds are thus removed from this project.

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes



Amendment Number:	2005 - 22
Reviewed by USDOT:	5/13/05
TPC Approved:	5/19/05
Public Comment began:	
Public Comment complete:	
MPC Approved/Informed:	
Sent to ODOT/STIP Coord:	
STIP Amendment #:	

AMENDMENT

FY05-07 Metropolitan Transportation Improvement Program (MTIP)

DATE OF REQUEST: 5/19/2005 **BY AGENCY, PERSON:** ODOT, Debby Corey/Jeff Lange

ODOT KEY NUMBER: 12581 **RTP NUMBER/POLICY:** Roadway Policy #1

PROJECT NAME: Springfield-Creswell Hwy: Spfld CL to Jasper Bridg

ACTION REQUESTED:

- delete existing MTIP project
- add new MTIP project
- change existing MTIP project

REASON FOR REQUEST:

Add \$48K in State Funds to funding shown in MTIP to be consistent with STIP.

IS THIS REQUEST AN ADMINISTRATIVE AMENDMENT?

- Yes *minor cost chg-no effect on fisc.constraint or AQ*
- No (requires MPC adoption)

FISCAL CONSTRAINT

- Is this project federally funded? Yes No
- Changes in funding sources: Federal: *None - no change* State: *SPECIFY SOURCE:* Local: *None - no change*

AIR QUALITY – CONFORMITY:

- Is the project in the AQMA? (see map <http://www.lcog.org/aqc/default.htm>) Yes No
- If YES, Is the project EXEMPT from Air Quality Conformity ? Yes No
- If YES, specify exempt category (see Appendix A; e.g. Table 2-Safety-adding medians):
OAR 342-252-0270 - Table 2 - Safety - Shoulder improvements
- If NO, Is this project regionally significant? (see Appendix A): Yes No
- Does this amendment trigger a conformity determination? Yes No
- Provide rationale for this declaration:

OTHER COMMENTS:

The addition of State Funds accounts for money expended on planning during FY04-05.

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

MTIP/STIP AMENDMENT REQUEST FORM (Revised 12/17/04)

HFO USE ONLY:						MPO USE ONLY:					
STIP AMENDMENT NO.:			OTIA Project? <input type="checkbox"/> Is this an OTIA project?			OTIA I & II Approval Date			RTP Project No.		
Project in MPO? <input type="checkbox"/> EUGENE-SPRINGFIELD			OTIA III Bridge Approval Date			OTIA III Modernization Approval Date			MTIP ID No.		
Air Quality Conformity Required? <input type="checkbox"/> NO			Requested By Central Lane MPO			Date of Request 5/20/2005			Let Date (if known)		
STIP Page No./Amendment No.			Key No. 12581			Region 2			Option Code Enter Option Code		
Project Name Springfield-Creswell Hwy:Spfld CL to Jasper Bridge			ACT NONE			Applicant ODOT			MTIP Coordinator Approval Paul Thompson		
Work Type Enter primary			Percent			Work Type 2 Enter second			Percent		
Current Monitor Code Enter Current			New Monitor Code Enter New			Work Type 3 Enter third			Percent		
Route No.			Hwy. Name			Hwy. No.			Reg. STIP Coord. Approval Date		
Beginning MP			Ending MP			Proj. Length			Fiscal Constraint Confirmed YES		
US Cong. District 4			Senate District Enter Senate			Representative District Enter Rep.			Mode Enter mode of work.		
Work Description Widen shoulders and remove objects in the clear zone without realigning curves and profiles						Comments: Amends existing project in FY05-07 MTIP					

REQUESTED ACTION: Add \$48K in State Funds to PE total to account for State money expended on planning in FY04-05; note name change as per prior amendment 2005-02

CURRENT PROGRAM STATUS:

KEY NUMBER: 12581 OBJECT NAME: OR222 Safety Project

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2005	STP	\$244,963	\$273,000										\$244,963	\$273,000	
R/W	2005	STP	\$60,119	\$67,000										\$60,119	\$67,000	
UTIL RELOC														\$0	\$0	
CONST	2006	STP	\$2,413,737	\$2,690,000										\$2,413,737	\$2,690,000	
OTHER														\$0	\$0	
TOTAL			\$2,718,819	\$3,030,000		\$0	\$0		\$0	\$0		\$0	\$0	\$2,718,819	\$3,030,000	

AMENDED PROGRAM STATUS:

KEY NUMBER: 12581 OBJECT NAME: Springfield-Creswell Hwy:Spfld CL to Jasper Bridge

WORK PHASE	YEAR	1st FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	2nd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	3rd FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	4th FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	TOTAL FEDERAL	PROJECT TOTAL	CARRY OVER?
PLAN														\$0	\$0	
PRELIM ENG	2005	STP	\$244,963	\$273,000	STATE		\$48,000							\$244,963	\$321,000	
R/W	2005	STP	\$60,119	\$67,000										\$60,119	\$67,000	
UTIL RELOC														\$0	\$0	
CONST	2006	STP	\$2,413,737	\$2,690,000										\$2,413,737	\$2,690,000	
OTHER														\$0	\$0	
TOTAL			\$2,718,819	\$3,030,000		\$0	\$48,000		\$0	\$0		\$0	\$0	\$2,718,819	\$3,078,000	

FUNDS BEING TRANSFERRED FROM OTHER KEY NUMBER(S):

KEY NUMBER	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	WORK PHASE	YEAR	FUND TYPE	FEDERAL DOLLARS	TOTAL DOLLARS	CARRY OVER?

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Region 2, Area 5
644 A Street
Springfield, OR 97477-
(541) 744-8080
Fax (541) 744-8088

FILE CODE:

I-105: Willamette R – Pacific Hwy Project Fact Sheet (Updated July 2004)

The Problem:

- The pavement consists of jointed Portland Concrete Cement Pavement (PCCP) and asphalt median and shoulders.
- The PCCP has lifted panels and numerous maintenance repairs at the joints.
- The bridge sections are substandard in width and bridge rail.
- The current pavement rating is in the bottom end of “fair” category and meets the qualifications for a preservation project.
- Lane changes during peak hours are causing accidents and lower level of service (LOS) at interchanges.

The Fix:

- Replace PCCP with 12 inches of Asphalt pavement.
- Upgrade guardrail, bridge rail, shoulder barrier and median barrier to current standards.
- Build auxiliary lanes from I-105 to Coburg Road (EB & WB) and from Delta Hwy to Country Club Road (EB & WB).

Cost:

- Project Engineering costs are expected to be around \$500,000.
- Construction cost is expected to be around \$14,000,000.

Time Line:

- The contract is planned to bid in November 2004 with construction starting first quarter 2005.
- Construction work and paving is scheduled to begin as early as March and complete by the end of October 2005
- Construction work with major traffic impacts is expected to take 66 days and nights.
- Incentive/disincentive will be offered to the contractor in an effort to reduce the 66 days of work.

Impacts of the Work:

- Work will require nighttime lane closures with several weekend closures of various intersection legs. (Weekend closure to be defined independently for each leg and could include more than Saturday and Sunday).
- Mainline work (2 lanes eastbound, 2 lanes westbound and median) will continue around the clock and includes removal of the concrete panels.
- 2005 metro area construction projects are being coordinated to reduce congestion but increase in travel times and travel delays are anticipated.
- Final interchange configurations will remain the same.
- Trees and vegetation will be removed along I-105 to allow for safety improvements, which include the construction of auxiliary lanes and standard shoulders.

Additional Information:

- Contact Ann Sanders, Project Leader, at 541-744-8080, email, ann.i.sanders@state.or.us.
- Or Lou Torres, Public Affairs Liaison, at 503-986-2779, email lou.torres@state.or.us.