



In addition, Lane County staff have proposed changes in the Project List in the next update of the RTP (in 2007) to list this at-grade improvement project in the constrained plan. We will also move the grade separation project to the illustrative list and postpone consideration of that project. The Rail Grant opportunity and the lack of County Road funds for the larger project have precipitated this change.

**b) Ability to utilize funds in FY requested**

Yes, this project is listed in the adopted Lane County CIP for FY 07-08. ODOT Rail has been very motivated to move this project forward. We expect the rail grant to be approved in the short term following the final Rail Order. We expect this project to be under ODOT contract in 2008.

**c) For eligible purpose under Federal guidelines**

Yes, this project is eligible. It provides hazard elimination at an at-grade railroad crossing and also makes improvements to an urban minor arterial roadway that are also eligible.

**d) Can provide minimum required matching funds (10.27% of project total)**

Yes, Lane County can match the 10.27% match for the STP-U funds. We are also providing \$100,000 as match participation in the ODOT Rail grant program.

**e) Sufficient identified funding to complete project/phase**

Yes, sufficient funds are currently programmed to supplement ODOT grant funds for the project.

**6. Project Cost Estimate: Indicate Fiscal Year, STP-U Funds Requested, Other Funding**

<b>FY 08 STP-U Planning funds</b> requested for this project	\$236,830
Other funding state, local, etc.) ODOT Rail Grant	_____ \$886,338
Other funding Lane County Rail Grant Contribution (Match)_____	\$100,000
Other Funding Lane County STP-U Match	\$27,106
<b>Total Cost Estimate</b>	<b>\$1,250,274</b>

*(Note: Total non-federal funding must meet minimum match requirement of 10.27% of total project cost – 11.45% of federal dollars)*

**7. Other Project Information: To the extent *not* discussed in the project description, address the following items from the July, 2006 CLMPO STP-U Process: Preservation, Project Development and Modernization Activities diagram. <http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment2-STP-U-UMod&Pres.pdf>**

**a. Description of need or problem addressed**

There are two distinct aspects to this project. First, ODOT Rail has made an upgrade of this at-grade railroad crossing a high priority statewide for their grant program. The UP track is the UP mainline through the Willamette Valley and to California. It connects to the main UP yard south of this crossing. In addition, this line is also used for Amtrak and other passenger rail service. The multiple trackage at this crossing and the use by both freight, low-speed yard switching movements, and passenger rail elevate the priority of the safety issues at the crossing. There was a recent fatal accident where a vehicle drove around the gates and stopped train only to collide with a fast-moving train on a separate track.

Improvements will include median islands to prevent vehicle movements around the gates; improvements to both the traffic signal controller at Northwest Expressway and the railroad controller to facilitate a green clearance interval for more positive clearance of vehicles off of the tracks and away from the crossing as trains approach; concrete barrier installation to replace guardrails, and improved turning radii for trucks passing through the intersection and rail crossing.

For Irving Road, Lane County will take the rail-crossing project as an opportunity to complete a gap in sidewalk and bike lane improvements through the crossing area and to adjacent sections of Irving Road to complete the bike lanes and sidewalks planned for Irving Road.

**b. How project addresses MPO's regional priorities**

This project has several regional aspects. Irving Road is one of the main Minor Arterials in River Road Santa Clara that provides for east/west movement on a regional scale. It connects Highway 99 and River Road as it crosses Northwest Expressway. All of these facilities are part of the regional arterial system. Irving Road carries about 7-10,000 vehicles per day. The Northwest Expressway carries about 13,000 vpd at this location. As previously noted, the UP Mainline is a major west coast rail freight corridor and Amtrak corridor. The crossing has trackage that connects to the UP rail yard, a regional freight hub.

**c. Assessment of magnitude of potential STP-U "overhead cost"**

This project, because of the Rail grant, will be contracted by ODOT. This project is already "federalized", so the added overhead is minimal or zero.

**d. Specific benefits of project**

The safety of the railroad intersection will improve. This project involves multi-agency and is of regional importance. The improved railroad intersection improves the safety and efficiency of the freight and passenger trains. The project improves Northwest Expressway intersection by providing pedestrian crossings, signalizations, and striping. It provides improved safety for vehicles, pedestrians, and bicyclists who use Irving Road and the Northwest Expressway.

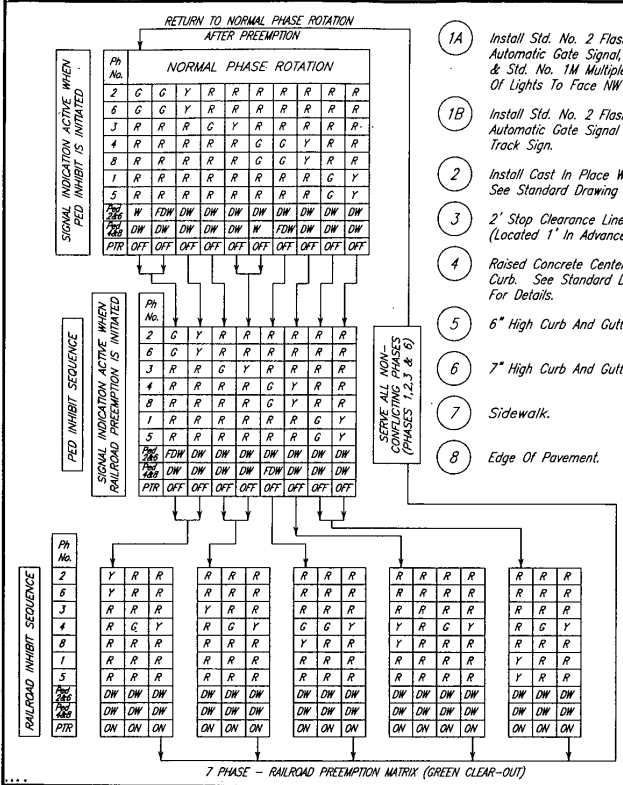
**e. "Cost" of not doing activity/project (or description of opportunity lost)**

**f. Expected outcomes & deliverables**

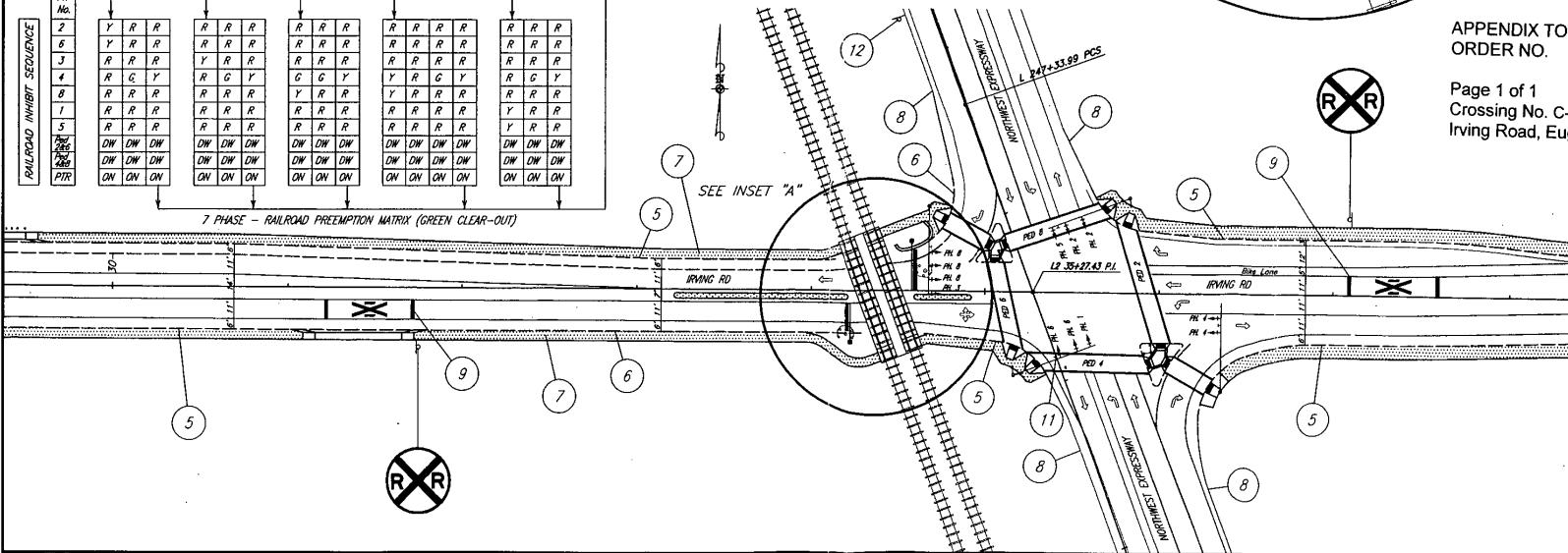
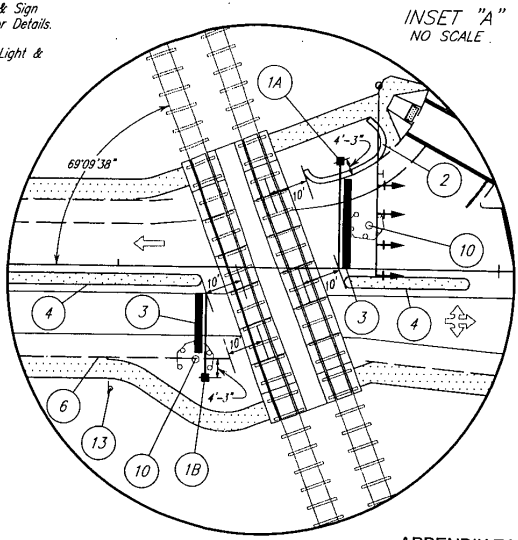
The ODOT Rail section, Lane County, and UP Railroad place a high priority on improving the safety of this crossing. The outcome will be a rail crossing where vehicles can not circumvent the gates in a multi-track location, where vehicles in the crossing area will have a green light and more positive guidance to clear the crossing before trains arrive, trucks will have improved maneuvering through the crossing, maintenance crews will not repeatedly be repairing substandard metal guardrail, and where bicyclists and pedestrians will now have facilities to use to get through this crossing and intersection area.

**8. Project Technical Information: To the extent not previously discussed, provide technical information for the proposed project that will assist in the staff evaluation of the application. Sample technical considerations identified during the July, 2006 MPO STP-U process approval include:**

- **Safety Enhancement** Project will address existing safety issue. Identify safety issue (sight line, design element, deterrent to bicycling, etc.). If available, cite safety statistics (crash rate, etc.).
- **Urban Standards** Project brings facility to current urban design standard. Project adds urban design elements where current elements do not exist or are substandard, such as sidewalks, pedestrian crossing and/or transit stop improvements, bike facilities, storm water facilities, lighting, etc.
- **Preservation** Project provides long-term maintenance and preservation of the existing system. Demonstrate preservation need (for example, condition rating).
- **Multiple Modes** Identify how project will benefit more than one mode or purpose (i.e., benefits roadway & transit, benefits bicycle & roadway users, or benefits roadway & identified freight route).
- **Congestion Reduction** Project reduces congestion through provision of additional capacity or critical link or other means. Identify existing congested conditions that project will address. Identify modeled or projected impact on congestion.
- **Increase Alt. Mode Share** Identify how project will increase use of alternative modes (non-single occupant vehicle–SOV–use such as transit, bicycle, pedestrian).
- **Usage** Identify existing or projected daily traffic volume (roadway), ridership (transit) or other measure of use of facility. Demonstrate significance of project to the regional system.
- **Freight** Identify project benefits to freight system/movements.
- **Air Quality** If applicable, identify air quality benefits of project.



- 1A Install Std. No. 2 Flashing Light, Std. No. 4 Automatic Gate Signal, Extra Set Of Lights, & Std. No. 1M Multiple Track Sign. (Extra Set Of Lights To Face NW Exp. Right Turn Traffic)
- 1B Install Std. No. 2 Flashing Light & Std. No. 4 Automatic Gate Signal & Std. No. 1M Multiple Track Sign.
- 2 Install Cast In Place Wide Base Shoulder Barrier. See Standard Drawing No. RD 505 For Details.
- 3 2' Stop Clearance Line. (Located 1' In Advance Of Gate)
- 4 Raised Concrete Center Median With Mountable Curb. See Standard Drawing No. RD 705 For Details.
- 5 6" High Curb And Gutter.
- 6 7" High Curb And Gutter.
- 7 Sidewalk.
- 8 Edge Of Pavement.
- 9 Advance Warning Pavement Markings & Sign See Standard Drawing No. TM 505 For Details.
- 10 Remove Existing Std. No. 2 Flashing Light & Std. No. 4 Automatic Gate Signal.
- 11 install "NO RIGHT TURN" Part Time Restriction Sign.
- 12 install Side Advance Warning Sign (W10-2R), 450 Ft. In Advance Of The Crosswalk.
- 13 Install "DO NOT STOP ON TRACKS" (R8-8) Sign, And Attached High Level Warning Device Flag Kit, 25 Ft. In Advance Of The Stop Bar. (Do Not Obscure Visibility Of Flashers)



LANE COUNTY  
DEPARTMENT OF PUBLIC WORKS  
ENGINEERING DIVISION  
SHERI J. A. CRONKING  
PUBLIC WORKS DIVISION

GRAPHIC SCALE  
1" = 20' (SEE LIST)

DATE: 2/28/06  
PROJECT NO.: 32855-2  
ROAD NO.: 32855-00

APPENDIX TO  
ORDER NO.

Page 1 of 1  
Crossing No. C-652.20  
Irving Road, Eugene

DATE: 2/28/06  
PROJECT NO.: 32855-2  
ROAD NO.: 32855-00

IRVING ROAD  
AT NORTHWEST EXPRESSWAY  
R/R CROSSING ORDER DEPICTION

SHEET NO. 1