

APPLICATION FOR CENTRAL LANE MPO FY2007-09 STP-U FUNDS PRESERVATION, MODERNIZATION, PROJECT DEVELOPMENT

December, 2006

(NOTE: Applications accepted through December 20, 2006 for FY07, FY08 & FY09 funding. Please submit one application per project. Maximum of two applications per jurisdiction for each fiscal year.)

Date of this Application December 19, 2006

Contact Person Tom Boyatt

A. Background Information

1. Lead Agency: City of Springfield

2. Project Title: Gateway/Beltline Intersection Project

3. STP-U Project Category (circle/mark one): Preservation **Modernization** Project Devel.

PLEASE NOTE: IF DESIRED, § 4, 7 & 8 MAY BE ADDRESSED TOGETHER IN ONE NARRATIVE ATTACHMENT

4. Project Description: Include in description how activities address regional priorities

Attach additional information, if applicable.

The I-5/Beltline Interchange Upgrade (Interchange) is the Metro area's Number 1 regional large project priority, and has been the top priority for the past five years. The Gateway/Beltline intersection upgrade (Intersection) is a necessary element of the I-5/Beltline project. The Intersection upgrade is essential to the safe and efficient operations of the improved Interchange: Without the Intersection upgrade, the massive state and federal investment in the Interchange will be compromised. The critical relationship between the two project elements is documented in the 2003 Project Environmental Assessment (EA) that was recommended for adoption by the I-5/Beltline Decision Team which included a representative from ODOT, FHWA, Eugene, Springfield and Lane County. Phase One construction of the Interchange upgrade is currently underway, funded at \$72.5 million. The Intersection project is currently in project development, and will be under construction by summer 2009.

The Intersection alternative carried forward in the 2003 EA shows a one-way couplet design for the northern portion of Gateway Street, with Gateway one-way southbound and the northbound alignment shifted to revised sections of Kruse and Hutton Streets. Final design details, including intersection operational control, roadway cross sections and alignments, land accessibility and internal circulation are currently in process.

The I-5/Beltline Interchange upgrade and the Gateway/Beltline Intersection component of that project are essential to addressing safety and capacity problems at this high-volume important regional connection between Interstate 5 and the Beltline Highway. The 1999 Interchange Refinement Plan and the 2003 Revised Environmental Assessment document these problems. Roadway systems users at this location travel primarily between Eugene and I-5 with secondary movements accessing the Gateway commercial and employment centers and origins and destinations in Springfield. The Interchange and Intersection improvements are necessary to enhance roadway safety, and to support planned land use and provide the infrastructure necessary for continued economic vitality in Eugene/Springfield. The project also improves Interstate operations and enhances freight mobility.

5. Screening/Eligibility Criteria: Indicate Yes/No for each; Provide details as needed

- a) Listed in, or consistent with, financially constrained RTP **Yes**
- b) Ability to utilize funds in FY requested **Yes**
- c) For eligible purpose under Federal guidelines **Yes**
See <http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment3-FederalGuidelinesforSTP-U.pdf>
- d) Can provide minimum required matching funds (10.27% of project total) **Yes**
- e) Sufficient identified funding to complete project/phase **Yes**

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

FY07 STP-U Project funds requested for this project	\$800,000*
Other funding – Federal, State, Local, Private	\$8,000,000**
Total Cost Estimate	\$20,000,000

*STP-U requests for this project for fiscal years 2008 and 2009 will accompany this application.

**An additional \$8,000,000 is available to the project provided local discretionary dollars (such as STP-U) are provided to leverage that contribution.

(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 Mod&Pres.pdf>

a. Description of need or problem addressed

See number 4 above.

b. How project addresses MPO's regional priorities

See number 4 above.

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

STP-U "overhead costs" are already covered. Local Agency IGA with ODOT is about to be signed for ROW for Gateway/Beltline. I have verified with Ted Keasey of ODOT that this IGA can be easily amended for PE and Construction dollars.

d. Specific benefits of project

See number 4 above

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

The project has been committed to by the MPO regional partners and is essential to supporting the very large investment in I-5/Beltline. There is no alternative to 'not doing' the project. That said, up to \$15,000,000 of private investment in the interchange/intersection upgrade will be lost; congestion will continue to degrade safety, economic activity, and air quality; ODOT will question the intent of local commitments as part of large state projects; and future I-5/Beltline construction phases may be put on hold.

f. Expected outcomes & deliverables

Following through on local system improvements as agreed to in the I-5/Beltline EA. Specifically this means designing and constructing the Gateway/Kruse/Hutton couplet, making improvements to Beltline between Hutton and the I-5 bridge, improving the Gateway/Beltline intersection and reaching agreement on concepts for improving Gateway/Game Farm and Gateway/International Way intersections.

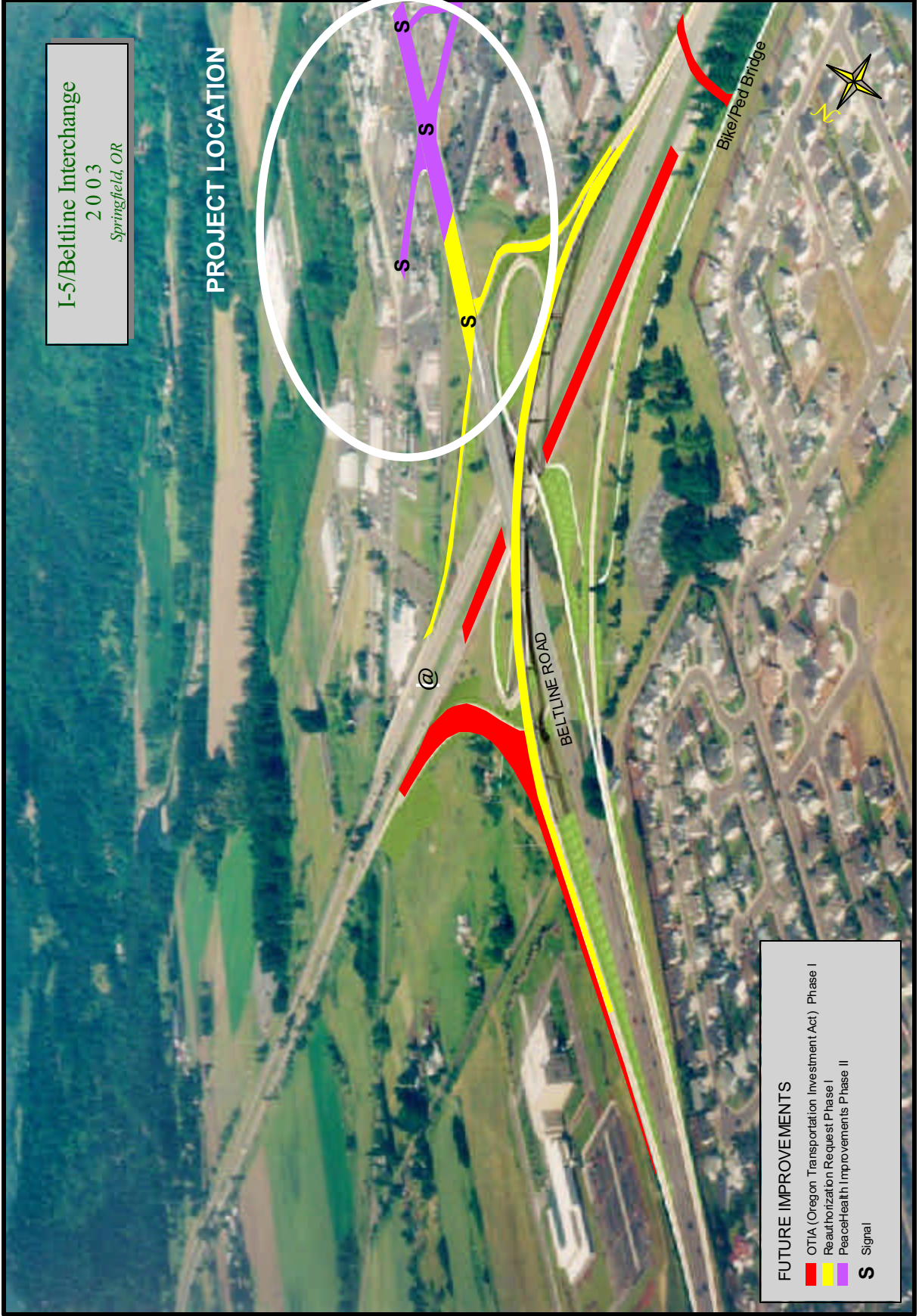
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- **Safety Enhancement** Project will address existing safety issue. Identify safety issue (sight line, design element, deterrent to bicycling, etc.). If available, cite safety statistics (crash rate, etc.).
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- **Freight** Identify project benefits to freight system/movements.
- **Air Quality** If applicable, identify air quality benefits of project.

I-5/Beltline Interchange
2003
Springfield, OR

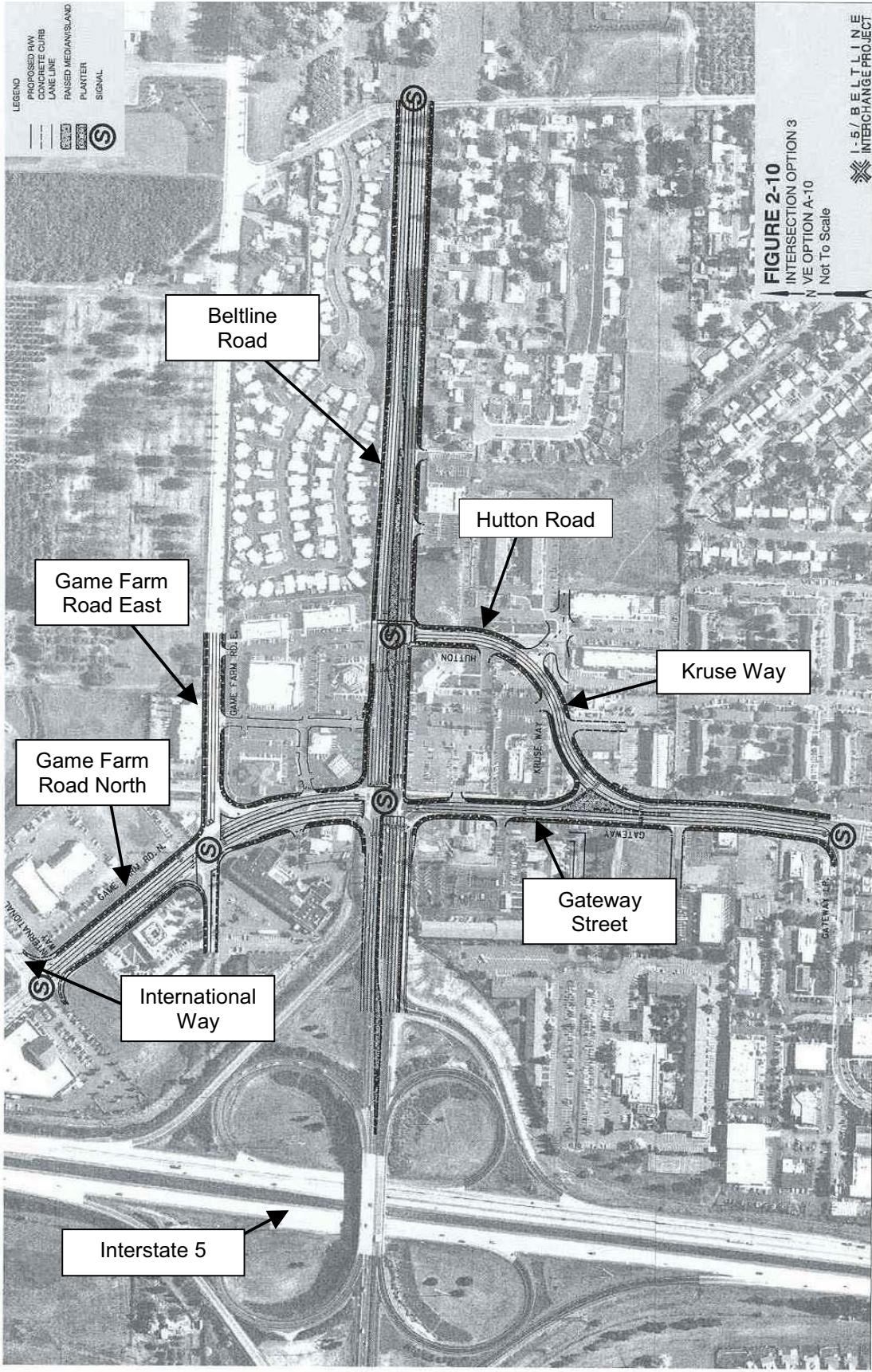
PROJECT LOCATION



FUTURE IMPROVEMENTS

- OTIA (Oregon Transportation Investment Act) Phase I
- Reauthorization Request Phase I
- PeaceHealth Improvements Phase II

S Signal



LEGEND
 PROPOSED HWY
 CONCRETE CURB
 LANE LINE
 RAISED MEDIAN/SLAND
 PLANTER
 SIGNAL

FIGURE 2-10
 INTERSECTION OPTION 3
 NVE OPTION A-10
 Not To Scale

I-5/BELTLINE
 INTERCHANGE PROJECT

Beltline Road

Hutton Road

Game Farm Road East

Kruse Way

Game Farm Road North

Gateway Street

International Way

Interstate 5

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