

**Beaver St Extension Feasibility Study**  
**Division Ave to Wilkes Dr**  
**Estimated Road Fund Cost \$37,500**



**Project Scope: Conduct a feasibility study for extending Beaver Street to connect with Wilkes Drive.**

**Project Limit**  
**Functional Class** Not Constructed  
**Length** 2.0 mile

**Project Number**  
**Project Status** Planned  
**Project Category** Special Studies

**Existing Roadway Condition**

**ADT** NA  
**Pavement Type** Unconstructed  
**PCI** NA  
**Width**  
**Crash Rate**

**Sidewalk**   
**Curb**   
**Bike Lane/Shoulder**   
**Lanes**  
**Total Crashes**

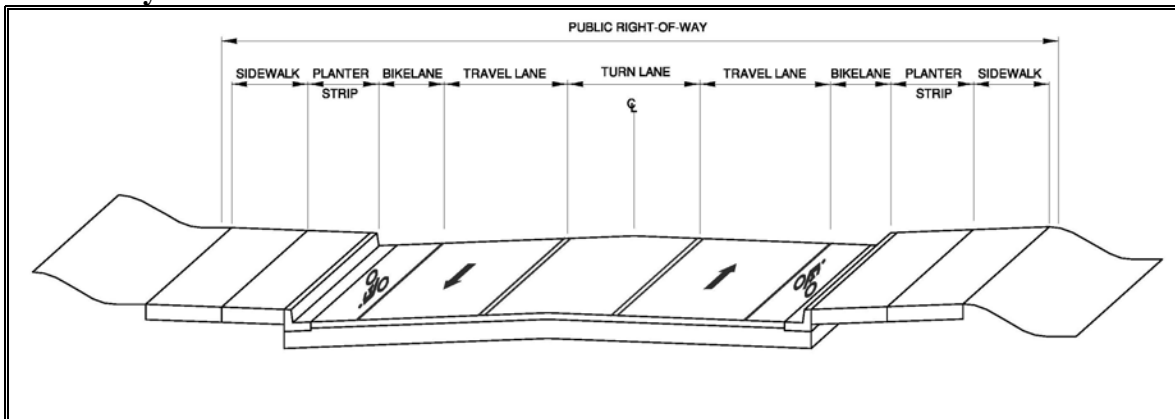
**Location / Vicinity Map**



**Define the Problem**

Congestion on Beltline Highway and River Road are a problem for the Metro area. A high volume of traffic commutes between River Road and I-5 using Beltline Highway. ODOT is currently developing a facility plan to address congestion on Beltline Hwy. Several alternative developed by the study envision connecting to Beaver Street. Beaver

**Roadway Elements**



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Street is a substandard road, which will not be able to handle future added traffic.

**Proposed Solution**

A separate facility plan is required to coordinate any Beltline Study recommendation regarding Beaver Street. Incorporate the City of Eugene planned projects' connection with Beaver Street, potentially extending Beaver Street to Wilkes Drive. Include remedy for River Road congestion by providing a bypass.

**Project Cost (\$,000s)**

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Feasibility Studies	\$350			\$350		
Facility Planning						
Preliminary Engineering	Unkn					Beyond
Construction	Unkn					Beyond
Construction Engineering	Unkn					Beyond
Contingencies /Others						
Total Cost	Unkn			\$350		

**Funding Source (\$,000s)**

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund	\$37.5			\$37.5		
Federal Earmark						
STP-U	\$312.5			\$312.5		
State Aid						
Unidentified Funds						
Other						
Total Fund	\$350			\$350		

**Factors for Project Selection**

Safety Improvement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Economic Development	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input type="checkbox"/>	<input type="checkbox"/>
Provides Bike/Ped Alternative	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge Pavements	<input type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Has Public Support (Public Request)	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total Factor Considered		10

**Footnotes<sup>†</sup>**

There is multi agency interest in the project. Staff is seeking Surface Transportation Program for the Metro area funds (STP-U) for the study.

The Beaver Street –Hunsaker Ln project was previously adopted in the County CIP and was later dropped due to funding shortages. In light of the new Beltline Highway studies, it is beneficial to prepare a facility plan that coordinate multi-agency improvement efforts in the area.

Total construction cost is undetermined at this time. The facility plan will determine the scope of a potential future project.