

I-5 Coburg Interchange Modernization Project
Pearl Street MP 0.403 to 0.635
Estimated Road Fund Cost \$1,030,000



Project Scope: Improve Pearl Street and N Coburg Industrial Way to urban road standards to accommodate truck traffic as part of an ODOT initiated interchange modernization project

Project Limit	MP 0.403 -0.635	Road Name	Pearl St/ Coburg I.
Functional Class	Minor Arterial	Project Status	Adopted
Length	0.232 mile	Project Category	Payment to Other Agency

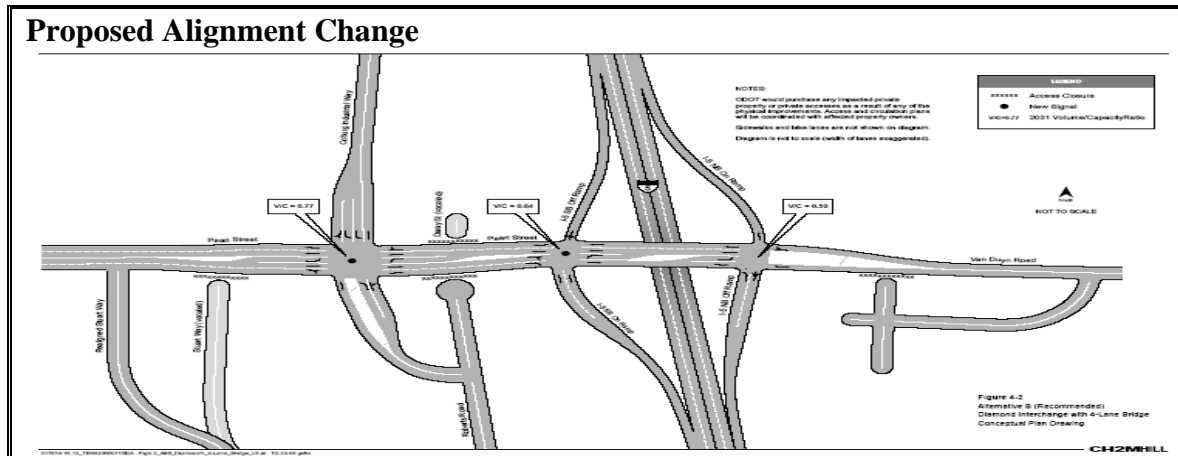
Existing Roadway Condition

ADT	13,500	Crash Rate	0.20 crash / mil veh
Pavement Type	Asphalt Concrete	Sidewalk	<input type="checkbox"/>
PCI	76	Curb	<input checked="" type="checkbox"/>
Width	45 feet	Bike Lane	<input type="checkbox"/>



Define the Problem

Pearl Street has high truck traffic volume due to its proximity of the I-5 Interchange. The roadway is unimproved near the interchange and congested during peak hours. ODOT is planning an upgrade to the existing interchange to address high truck traffic in the area. Pearl Street and N Coburg Industrial Way are an integral part of the interchange.



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Proposed Solution

Lane County is participating in an ODOT initiated local improvement project encompassing two Lane County roads inside the I-5 Coburg Road Interchange influence area. The local improvement project will add turn lanes, bike lanes, sidewalks, and storm drainage on the unimproved county roads.

Project Cost (\$000,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Prelim Engineering	\$3.0	\$3.0				
Right-of-way Phase 1	\$6.0	\$6.0				
Construction Engineering	\$1.0	\$1.0				
Construction Phase 1	\$4.6	\$4.6				
Overpass structure Phase 2	\$32.4				\$32.4	
Utility Relocation	\$1.0	\$1.0				
Total Cost	\$48	\$15.6			\$32.4	

Funding Source (\$000,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund	\$1.03	\$1.03				
Federal Earmark	\$9	\$9				
ODOT STIP	\$5.6	\$5.6				
State Aid	0	0				
Unsecured Funds	\$32.4	0			\$32.4	
Other	0	0				
Total Fund	\$48	\$15.6			\$32.4	

Factors for Project Selection

Safety Improvement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input 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 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		9

Footnotes[†]

[†] (1) Lane County recently adopted the Coburg I-5 Interchange Area Management Plan (IAMP) that plans to modernize the existing interchange at I-5 MP 199. County roads Pearl Street and Van Duyn Road, are an integral part of the IAMP and are planned for improvements in phases. This project is programmed as part of IAMP Phase 1 implementation for which ODOT has secured federal Earmark funding. The amount shown in the CIP is a portion of local match required for federal funding of Phase 1.

(2) Phase 1 includes right-of-way acquisition and local improvements on the west side of I-5. Phase 2 includes widening of the existing overpass bridge structure for which funding has not been identified at this time. Lane County is not likely to participate in Phase 2 of the project.

(3) The \$1.03 million road fund allocation has been continued in this update cycle, and is expected to be expended in FY 2011. Originally, the road fund allocation was \$2.5 million based upon a 20% local match for a \$13 million federal dollar earmark. This amount was reduced to the current level during CIP 07-11.

(4) The Phase 1 project has advanced to the design phase. The ODOT project team anticipates the project will be bid let for construction in May 2011. Construction will continue for two construction seasons.