

AGENDA COVER MEMO

DATE: November 10, 2004

TO: Lane County Board of Commissioners

DEPARTMENT: Public Works Department

PRESENTED BY: Sonny Chickering, County Engineer

TITLE: DISCUSSION/Project Update and Process Approval for the Airport Road Realignment Project

I. MOTION

N.A.

II. ISSUE

How does the Board of County Commissioners wish to process the project design concept for the realignment of Airport Road?

III. DISCUSSION

A. Background

Lane County, in cooperation with the cities of Eugene and Springfield, approved the Eugene Airport Master Plan Update (April 2000) as a plan amendment (functional plan update) by Ordinance PA 1145 on March 8, 2000. This Airport Master Plan Update included provision of a new parallel runway at the Airport (to the east of the existing runway) and also included approval of the realignment of two County Roads necessitated by the new runway (See Attachment 1). The new runway is under construction and will be completed in 2006. The Greenhill Road realignment around the east side of the new runway was completed by county contract in 2000. The realignment of Airport Road, at the south end of the new runway protection zone is scheduled for construction in 2006. This project will include modification of the Airport Road/Greenhill Road intersection at the west end of Airport Road near the airport entrance. All three of these projects have been funded with Federal Aviation Administration (FAA) grant funds and local airport matching funds, at no cost to Lane County.

The approval of the Airport Master Plan Update was appealed to the Land Use Board of Appeals (LUBA). The petitioners argued that goal exceptions for Goals 3, 11, and 14 were needed for the realignment of Airport Road. Representatives for Lane County, Eugene, and Springfield argued that the realignment of the road was a result of the plan for a new runway and was allowed without goal exceptions. LUBA denied the appeal of the Plan Update approval on September 15, 2000.

B. Analysis

Funding

The Airport Road project is estimated to cost \$2.4 million. The project will receive a 95% grant from the FAA. Eugene will provide the local 5% match (\$120,000) from Airport Capital Reserves and Passenger Facility Charges. The Airport Master Plan Update resolved the master plan issues and the major features of this project. The realignment of Airport Road has been coordinated with County staff and the overall alignment uses a 50 mph design speed that is consistent with County standards. The City has proposed the purchase of a 100 ft wide right-of-way that will allow construction of two travel lanes, paved shoulders, graded slopes and ditches for drainage, and a center turn lane area as needed.

Design Issues

The primary design issues that are not resolved are the details of the intersection design on the west end and the location of left turn lanes on the project. The section of Airport Road to the east has a continuous center turn lane for most of its length. This section of roadway could be designed with isolated left turn lanes or a continuous lane. There appear to be two intersection types that may be proposed at the west end: a "T" intersection similar to Attachment 2; or a roundabout design. The City has begun traffic counting activities and will propose intersection alternatives in the next few months after further study. The easterly intersection of Airport Road and Greenhill Road (the new relocated roadway around the runway) will most likely remain a simple "T" intersection with no additional alternatives developed.

Process

This project is unusual for the following reasons:

- The basic concept for the project has been previously approved in the Airport Master Plan Update in 2000.
- The project will modify an existing County Road outside the city limits, but will be totally funded by the Eugene Airport.
- Property acquisition will be required on only a few properties. Most of the property along this alignment is already Airport property.
- The basic parameters, primarily design speed, have been scoped jointly by County and City staff. They are consistent with the layout in the Airport Master Plan.

For the reasons stated above, the design approval process was discussed at the October 27, 2004 Roads Advisory Committee. The committee agreed with the staff recommendation to endorse the project conceptually and defer to the Board on a simplified public process.

County staff proposes that the Board hold a single public hearing on the project after the intersection design proposals are developed. Notice would be sent to all property owners along the route. We would also post signing along Airport Road to notify a broader audience of airport users.

C. Alternatives / Options

Option 1. Use the normal Design Concept approval process, involving the Roads Advisory Committee and the Board of County Commissioners per Lane Manual 15.580.

Option 2. Use a shortened process involving the Board of Commissioners directly in a single public hearing and design approval process.

Option 3. Other processes as determined by the Board.

D. Recommendation

Option 2.

E. Timing

The City of Eugene is requesting action at this time in order to define a public process timeline for the project. City and County staff anticipates returning to the Board by February of 2005 to complete the public process and obtain Board approval of a final project design concept.

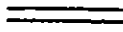
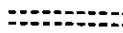


IV. IMPLEMENTATION/FOLLOW-UP

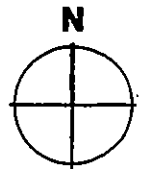
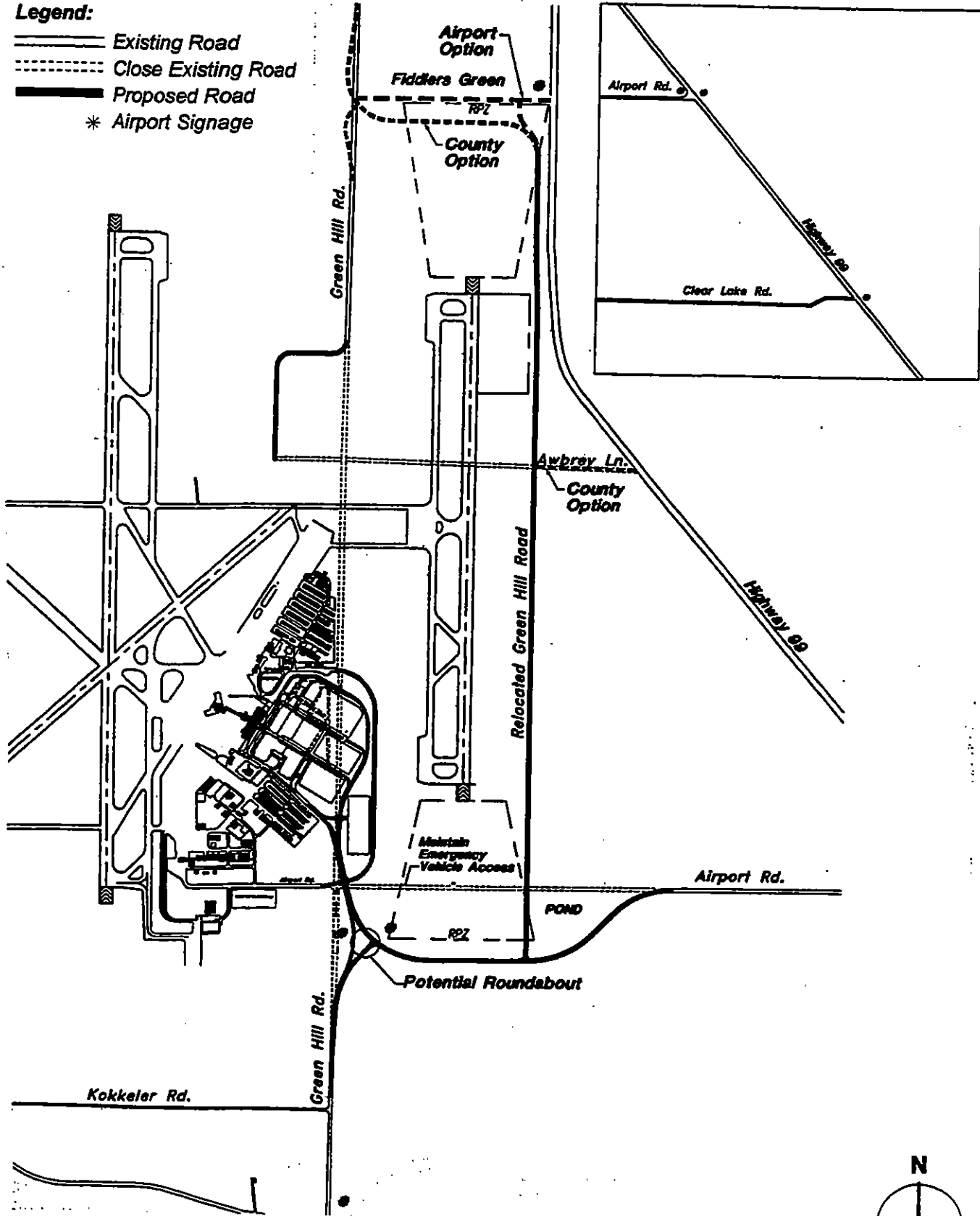
County staff will coordinate activities with City of Eugene staff as directed by the Board. After construction of the changes to Airport Road and Greenhill Road, the County Surveyors Office will process alteration proceedings to formalize the changes in these County Roads.

V. ATTACHMENTS

Attachment 1 Exhibit 4-7, April 2000 Airport Master Plan Update, Access Alternative 1
Attachment 2 Property map with proposed Airport Road re-alignment
Attachment 3 Aerial photo with proposed Airport Road re-alignment
Attachment 4 October 20, 2004 background memo to RAC from Bob Noble, Airport Mgr
Attachment 5 October 25, 2004 county staff memo to RAC

Legend:

-  Existing Road
-  Close Existing Road
-  Proposed Road
-  * Airport Signage

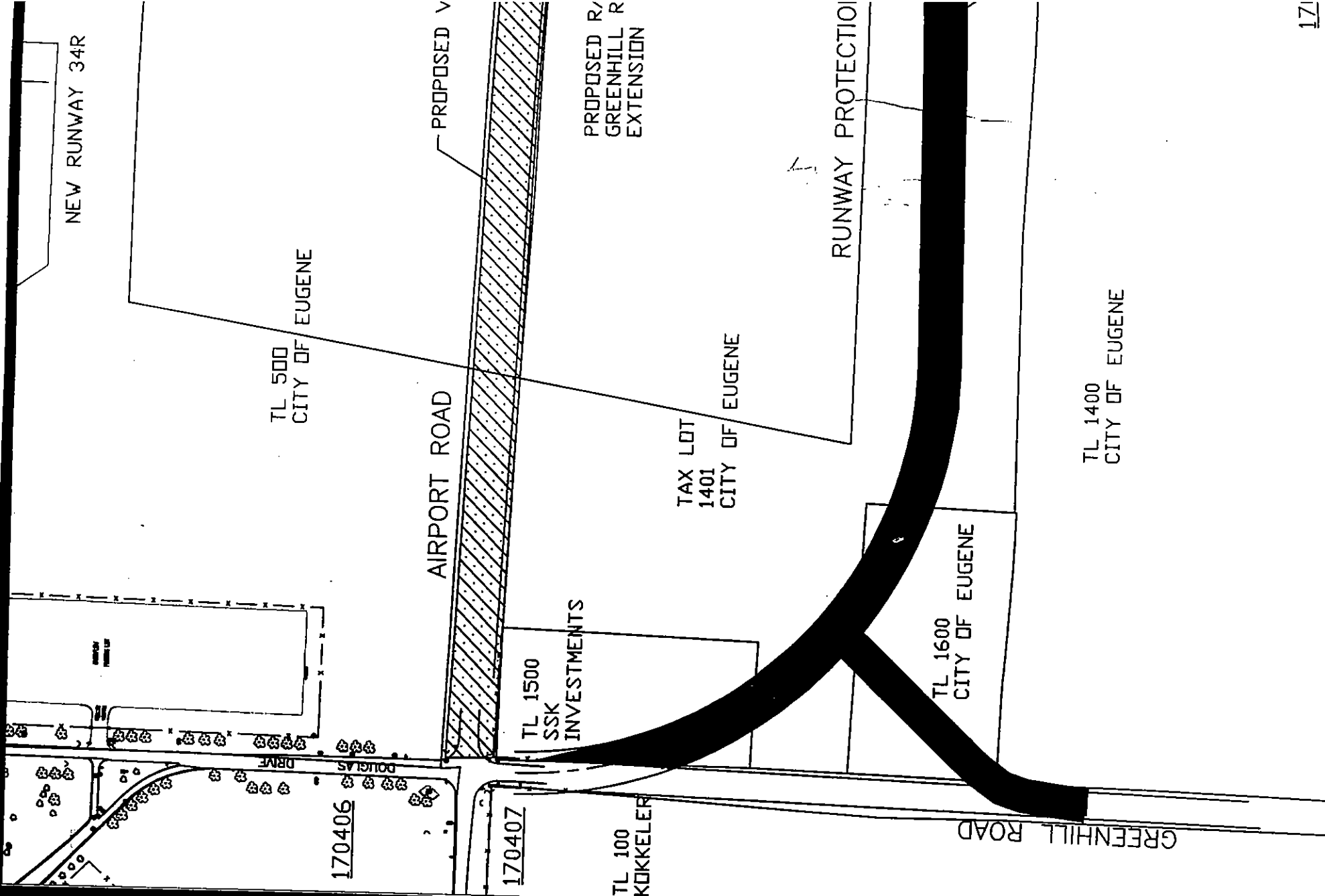


Source: Access Engineering, 1999.

**CONCEPTUAL PLAN
AIRPORT ROAD REALIGNMENT**

CITY OF EUGENE
PUBLIC WORKS ENGINEERING

SCALE = 1:300 REVISION DATE: OCT. 19, 2004



170405

EDGE OF PAVEMENT
GREENHILL RD.

TL500
CON'T.
C.D.E.

GREENHILL ROAD

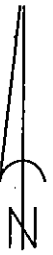
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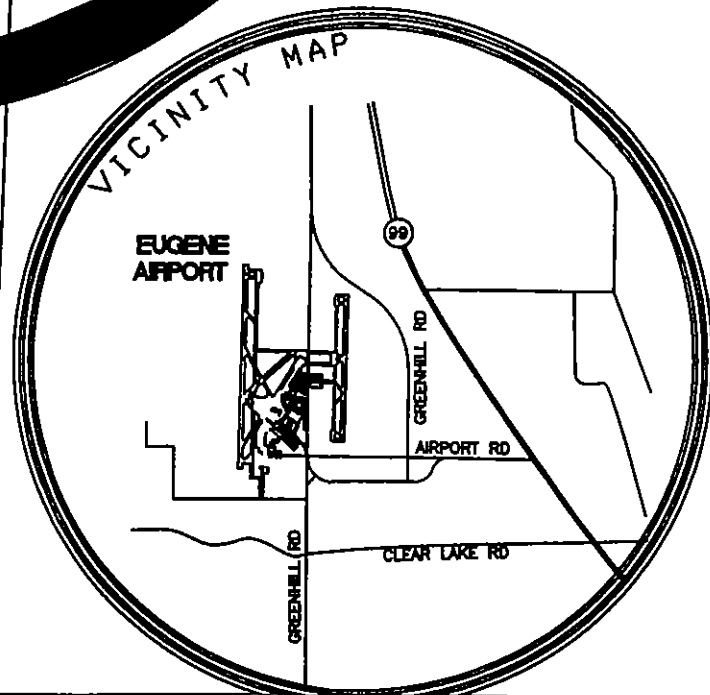
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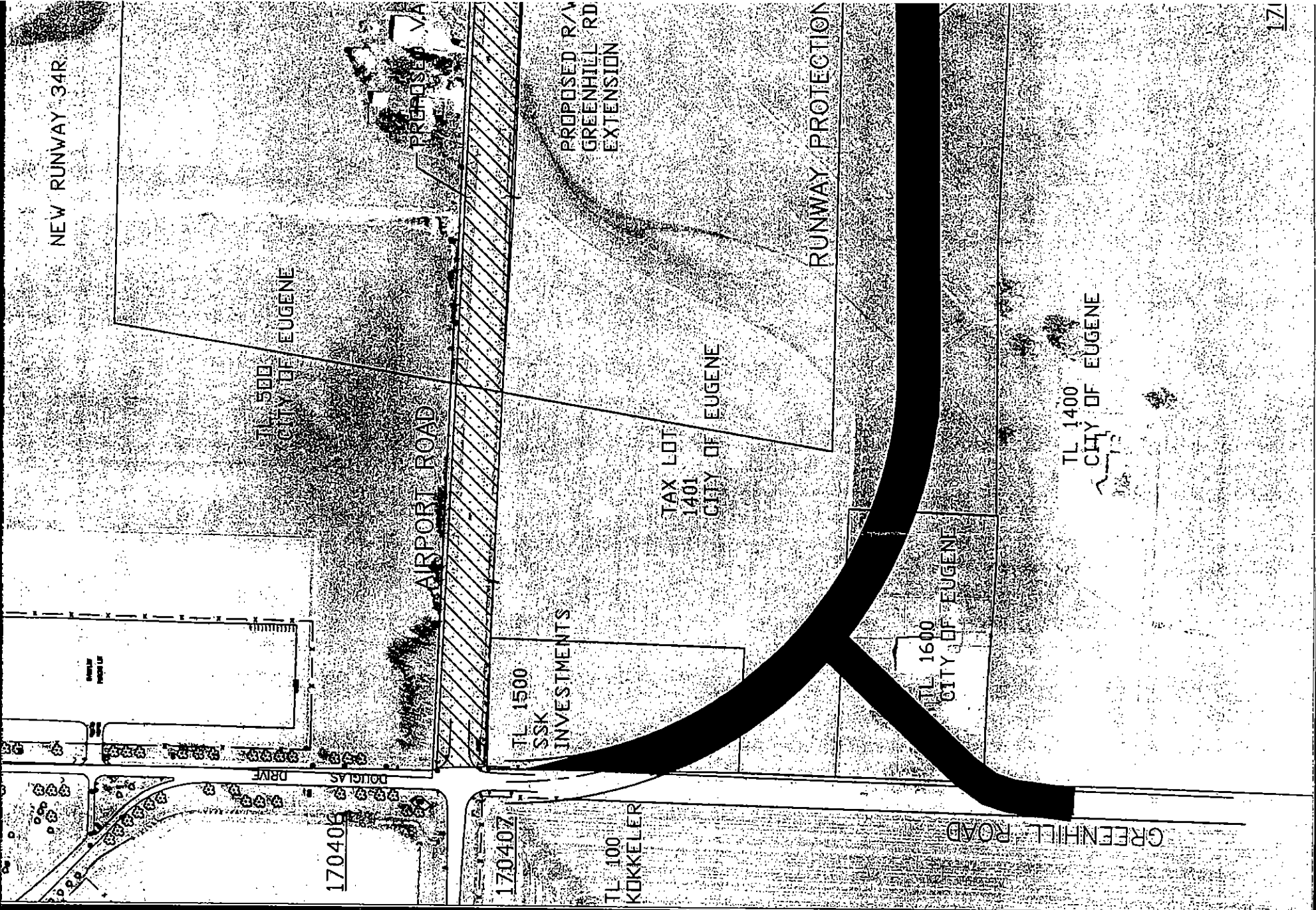
TL 700
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TL 801
NASH

PROPOSED R/W
AIRPORT RD.
REALIGNMENT



TL 2400
KOKKELER



**CONCEPTUAL PLAN
AIRPORT ROAD REALIGNMENT**

CITY OF EUGENE
 PUBLIC WORKS ENGINEERING
 SCALE = 1:300 REVISION DATE: OCT. 19, 2004



170405

ATTACHMENT 3

EDGE OF PAVEMENT
GREENHILL RD.

TL 500
CON'T
C.O.E.

GREENHILL ROAD

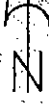
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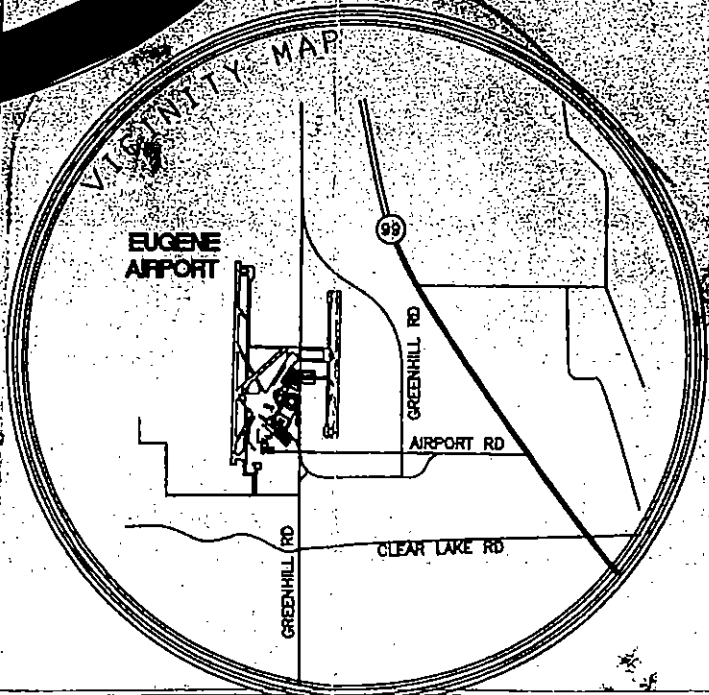
TL 802
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TL 1000
LENTZ

TL 803
NASH

TL 700
WALKER

TL 80
NASH



PROPOSED R/W
AIRPORT RD.
REALIGNMENT

TL 2400
KOKKELER

Attachment 4

October 20, 2004

To: Roads Advisory Committee

From: Bob Noble, Airport Manager

Subject: Proposed Realignment of Airport Road

The Eugene Airport is proposing to realign a section of Airport Road, a County facility, between the new section of Greenhill Road north of Airport Road and the old section of Greenhill Road south of Airport Road. A diagram of the proposed road realignment is attached. This item has been brought to the Roads Advisory Committee to provide an opportunity for the committee to receive information and provide input before the project concept goes to the Board of Commissioners on November 10.

The Eugene Airport currently is constructing a new replacement runway at the airport. This work is expected to be completed by spring 2006. To ensure safe operation for aircraft using the new runway and to adequately separate ground and air traffic, the Federal Aviation Administration (FAA) has established a runway protection zone that includes the realignment of Airport Road.

The realignment concept was included in the 2000 Eugene Airport Master Plan Update, which was reviewed and approved by the Roads Advisory Committee and the Board of Commissioners in 2000. Motorist safety, direct access to the airport, and the protection of valuable natural resources were important considerations in the realignment concept. On the east end of the project, the Airport will need to acquire additional property to avoid the ponds owned by the Oregon Department of Fish & Wildlife in the vicinity of Airport Road and the new segment of Greenhill Road. On the west end, additional property will need to be acquired to accommodate the realignment and improvements at the intersection of Airport Road and the old section of Greenhill Road for safe and direct access for airport and other traffic. The properties to be acquired were identified in the Airport Master Plan and were part of the Metro Plan amendment adopting the expanded airport boundary. The acquisition of these properties will follow a process that is both fair and legal.

Eugene and Lane County staff has agreed that Eugene will be responsible for the engineering, design and construction management for this project. The staff has further agreed that Eugene will design the road to county standards and will bring forward a final design for the approval of the Board of Commissioners.

This project is fully funded using FAA Airport Improvement Program grant funds and a combination of passenger facility charges and Airport reserves for the local match. The Airport is not seeking any funding assistance from the City or the County.

The preliminary process schedule includes the following key actions:

- Consideration of a request for conceptual approval by the Board of Commissioners in November.
- Amendments to the Regional Transportation Plan and the Metropolitan Transportation Improvement Plan in December 2004.
- Final design approval to be considered by the Board of Commissioners in 2005.
- Proposed construction in summer 2006.

For additional information, contact Eugene Public Works Civil Engineer Gale Mills at 541-682-6854, or Project Manager Teri Higgins at 541-682-8462.

Attachment 5
MEMORANDUM

October 20, 2004

To: Roads Advisory Committee
From: Tom Stinchfield, Transportation Planning Engineer

Subject: Airport Road Realignment

Attached is a background memo from the City of Eugene on the project and two maps of the conceptual alignment for the project. As noted in the memo, this project and general alignment was previously approved by Eugene, Springfield, and Lane County as part of the Airport Master Plan update process that occurred in 1999 and 2000.

The purpose of this agenda item is to provide a project status report and to discuss the project approval process with the RAC. We are preparing to go to the Board on November 10, 2004 with a project update.

The City of Eugene is working toward a 2006 construction project. The preliminary layout of the realignment has been done, in consultation with county design staff, to a 50 mile per hour design. This project will be designed to all applicable County design standards adopted in the 2004 Lane County TSP. The project will be a two-lane rural design. Unresolved design issues include the termination of the center turn lane on the east end, the intersection designs at the west end for connection to Greenhill Road to the south and at the Airport Entrance, and access to several properties.

Staff has been working on how to process this project. It is unusual in several ways:

- The basic concept for the project has been previously approved in the Airport Master Plan Update in 2000.
- The project will modify an existing County Road outside the city limits, but will be totally funded by the Eugene Airport. (estimated at \$2,400,000)
- Property acquisition will be required on only a few properties.
- The basic parameters, primarily design speed have been scoped jointly by County and City staff.

The factors above have led staff to consider a modified design concept approval process:

Option 1: RAC involvement would be limited to a conceptual endorsement of the project, consistent with the Airport Master Plan, at this meeting. County staff would coordinate with City on design approval for a more detailed design at the Board level.

Option 2: RAC involvement would follow the normal design concept approval process. This would include at least one public hearing on more specific designs in 2005.

Recommendation: Option 1 above. RAC action on this issue will be reported to the Board at their November 10, 2004 work session.

Attachment: October 20, 2004 memo from Bob Noble, Airport Manager and Maps