

Solutions Alternatives on Figure 1-1

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-5	1-1,2	Canary Rd	Hwy 101 to Woahink Lake	0	0.686	0.686	2004 LC TSP Project #124	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	57	Above State averages	100	0-0.5	
RM-41	1-1,2	North Fork Siuslaw Rd	Hwy 126 to Munsel Lake Rd	0	0.849	0.849	2004 LC TSP Project #123	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	54	Above State averages	93	1	Designated Bike Route
RM-49	1-1	Sutton Lake Rd	US 101 to US 101	0	2.688	2.688	ODOT Crash Data 2009-2013	Rural Modernization	37-43	Above State averages	90	0	
RM-50	1-1,2	Sweet Creek Rd	126 to end of Project Extents	0	1.5	1.5	ODOT Crash Data 2009-2013	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	46	Above State averages	83	0	
BP-27	1-1,2	North Fork Siuslaw Rd	US 101 to end of Project Extents	1	17.883	16.883	New need identified	Bike-Ped Facilities - Widen shoulders for bike use	74-81	Above State averages (MP 17.46 - 17.883)	77-91	0-1	Designated Bike Route
BP-33	1-1,2	South Jetty Rd	Hwy 101 to BLM Rd	0	0.62	0.62	2004 LC TSP Project #133	Bike-Ped Facilities - Widen shoulders for bike use	81	Above State averages	73	3	
SI-12	1-1,2	OR 36/Hwy 126 W						Consider requiring eastbound drivers to stop before merging across the bridge or implement visibility improvements such as intersection lighting and larger signage.	N/A	N/A	N/A	N/A	Safety Concerns
SI-17	1-1-2	US 101/Munsel Lake Road					Florence TSP	Install traffic signal when warranted	N/A	N/A	N/A	N/A	Partial development/ODOT

Solutions Alternatives on Figure 1-2

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-29	1-2	Horton Rd	OR 36 - High Pass Road	0	0	0	ODOT Crash Data 2009-2013	Rural Modernization	49	Above State averages	75	0	
RM-40	1-2	Nelson Mtn Rd	Hwy 126 to Shady Creek Crossing	9.89	11.109	1.219	ODOT Crash Data 2009-2013	Rural Modernization	35	Above State averages	80	0	
RM-48	1-2	Stagecoach Rd	Richardson Rd to OR 36	0	11.488	11.488	ODOT Crash Data 2009-2013	Rural Modernization	35-43	Above State averages	80-87	0-1	
		Richardson Rd	Stagecoach Rd to Wildcat Creek	11.488	14.788	3.3			35	Above State averages	80	0	
RM-54	1-2	Upper Deadwood Creek Road	MP 7.5 - End of Road	7.5	?	?	New need identified	Pave gravel road	N/A - but segment between MP 0 and 7.5 are between 72-78	N/A - but segment between MP 1.5 and 7.5 are below state averages	N/A - but segment between MP 0 and 7.5 has PCI of 90	0	Received comment map comments for this roadway
SI-3	1-2	Stagecoach Rd	Richardson Rd to MP 0.58	0	0.58	0.58	2004 LC TSP Project #122	Slope stabilization	N/A	N/A	N/A	N/A	
DT-16	1-2	Hwy126	At entrance to Camp Lane Park (West of Stagecoach)					Add left turn lane	N/A	N/A	N/A	N/A	Hwy 126 is ODOT jurisdiction.

Solutions Alternatives on Figure 1-3

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-23	1-3,4	Goldson Rd	Hwy 36 to Hall Road	0	0.5	0.5	ODOT Crash Data 2009-2013	Rural Modernization	41	Above State averages	84	0	
RM-26	1-3,4	Hall Rd	Hwy 36 to Hwy 36	1.5	7.158	5.658	ODOT Crash Data 2009-2013	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	36-41	Above State averages	81-85	0	
RM-37	1-3,4	Meadowview Rd E & W	Prairie Rd to Alvadore Rd	0	4.114	4.114	2004 LC TSP Project #104	Rural Modernization - Consider specific improvement to Meadowview Rd and Hwy 99W (ARTS Recommendations to add Any Type of Median Barrier)	37	Above State averages	90	0	Intersection of Meadowview and Hwy 99W is listed as ARTS Project 200
RM-45	1-3	Royal Ave	Fisher Rd to Green Hill Rd	3.267	5.078	1.811	ODOT Crash Data 2009-2013	Rural Modernization	48	Above State averages	90	3	
RM-47	1-3	Spencer Cr Rd	MP 0.5 to Pine Grove Rd	0.5	3.285	2.785	2004 LC TSP Project #117	Rural Modernization	80-89	Under State averages	69-83	0-4.5	
RM-53	1-3,2	West Sheffler	Poodle Creek Rd to Butler Rd	0	2.352	2.352	ODOT Crash Data 2009-2013	Rural Modernization	46	Above State averages	81	3	
RM-56	1-3	OR 126	Territorial Hwy to Chambers St (UGB to UGB)				HSIP Table 8 Priority #18	SH Rumble Strips/Fixed Object Removal	-	-	-	-	HSIP Project - Priority 18
RM-61	1-3	Prairie Rd	NW Expressway to Hwy 99 (Prairie Rd Connector)	2.221	7.85	5.629	2004 LC TSP Project #107	Rural Modernization	83-84	Above State averages	81-83	3	In Eugene UGB
BP-3	1-3,4	Applegate Trail	Hwy 36 to Territorial Hwy	0	2.584	2.584	2004 LC TSP Project #112	Bike-Ped Facilities - Widen shoulders for bike use	39	Above State averages	100	0	
BP-10	1-3,4	Greenhill Rd		1.358	7.918	6.56	New need identified	Bike-Ped Facilities - Widen shoulders for bike use between MP 5.072 and MP 5.665	54-94	Above State averages	76-90	0 (MP 5.072 - 5.665) - 6	High-Volume Bike Route, - consider combining with FS-1 and FS-2 - OR shortening the project extents so they don't overlap
BP-17	1-3	Huston Road South	Hunter Rd to Perkins Rd	0.272	1.07	0.798	2004 LC TSP Project #12	Bike-Ped Facilities. See Veneta TSP #D6	N/A (Urban)	N/A (Urban)	89	1	Partially within Veneta's UGB. High volume bike route.
BP-19	1-3	Cantrel/Perkins (Hwy 126 Bypass)	Greenhill Rd to Territorial Hwy				Fern Ridge Report	HWY 126- Fern Ridge Multi-Use Path	N/A	N/A	N/A	N/A	Preliminary Engineering and Design listed as a STIP project; primarily located within Lane County right-of-way; City of Veneta was applicant with County as co-sponsor, Also ARTS location 201
BP-22	1-3,5,8	Lorane Hwy	Crest Drive to Territorial Highway	2.337	14.17	11.833	New need identified	Bike-Ped Facilities - Widen shoulders for bike use	81-86	Above State averages	80-100	3-4	High-Volume Bike Route, Consider combining with RM-10
BP-29	1-3	Perkins Rd	City Limits to Central Rd	0.42	2.822	2.402	2004 LC TSP Project #14	Bike-Ped Facilities See Veneta TSP #D6	41 (MP 1.11 - 2.811) -78	Above State averages (MP 1.11 - 2.822)	86	1	
BP-34	1-3	Suttle Rd	Hwy 126 to Territorial Hwy	0	3.802	3.802	2004 LC TSP Project #134	Bike-Ped Facilities - Widen shoulders for bike use	62	Above State averages	77	0	
BP-35	1-3	Vaughn Rd.	Noti Loop Rd. to Glaze Rd.	0	0.953	0.953	2004 LC TSP Project #4	Bike-Ped Facilities - Widen shoulders	76	Under State averages	83	0	Connects Crow and Noti
BP-36	1-3	Vaughn Rd.	Canaday Rd. to Territorial Hwy.	7.954	9.906	1.952	2004 LC TSP Project #5	Bike-Ped Facilities - Widen shoulders	74	Under State averages	78	0	
BP-38	1-3	Warthen Rd	Territorial Hwy to Knight Rd	0	4.008	4.008	2004 LC TSP Project #114	Bike-Ped Facilities - Widen shoulders for bike use	40	Above State averages	89-100	0-1	
SI-11	1-3,4,5	Greenhill Rd/Clear Lake Rd					ODOT Crash Data 2009-2013	Add WB left turn and NB left turn lane	N/A	N/A	N/A	N/A	Operational Concerns
SI-13	1-3,4	Territorial Hwy/Warthen Rd						Consider design/traffic calming enhancements to reduce speeds.	N/A	N/A	N/A	N/A	Safety Concerns, were improvements recently done here?
SI-18	1-3	Hwy 126/Ellmaker Rd						Improved lighting, add right turn lanes on single major road approaches: signalized intersection, improve intersection warning: stop ahead pavement markings, stop ahead signs, larger signs, additional stop signs, other intersection warning signs, provide flashing beacons at minor roads of stop control intersections, provide actuated flashing beacons triggered by approaching vehicles at unsignalized intersections	N/A	N/A	N/A	N/A	ARTS Location
FS-1	1-3,5	Green Hill Rd	North Boundary of Airport to Airport Rd			2.06	TransPlan #39	Closing of existing road and realignment on east boundary of airport property, #486	50	Above State averages	84	0	Outside the UGB and is not included in the Clear Lake Area UGB Expansion area, Consider combining with BP-10 and FS-2
FS-2	1-3	Green Hill Rd	Barger Drive to Airport Rd	3.82	5.82	2	TransPlan #54	Rural widening and intersection modifications,#485	79	Under State averages	90	1	Outside Eugene's UGB, Consider combining with BP-10 and FS-1
FS-4	1-3	Territorial Hwy	Suttle Rd to Hwy 126				Veneta Fern Ridge Trail System	Off Road Bike-Ped Facilities (i.e., Multi-Use Path) along Territorial Hwy	N/A	N/A	N/A	N/A	Various trail system improvement ideas identified in Fern Ridge Trail System Vision and Strategies (July 2007). Veneta submitted a STIP enhancement for this project.

Solutions Alternatives on Figure 1-3 (Continued)

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
FS-8	1-3,4,8	Territorial Highway	Countywide				County Staff	Jurisdictional Transfer from ODOT to Lane County	N/A	N/A	N/A	N/A	
DT-4	1-3	OR 126	Huston Road to Greenhill Road	47.84	52.69	4.85	2014-15 ODOT STIP	Complete NEPE and PE for Multiuse Path. Construct bicycle, pedestrian, turn lane, and safety improvements.	N/A	N/A	N/A	N/A	2014-2015 STIP Keys: 18756, 18863
DT-13	1-3	Hwy 126	At entrance to Perkins Peninsula County Park/Central Rd				ARTS Location 201	Add left turn lane, Install any type of Median Barrier	N/A	N/A	N/A	N/A	Hwy 126 is ODOT jurisdiction.

Solutions Alternatives on Figure 1-4

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-8	1-4	Coburg Rd	Coburg Rd North to Linn County Line	7.416	12.883	5.467	2004 LC TSP Project #82	Rural Modernization	82	Under State averages	90	2	
RM-14	1-4	Dorsey Lane	Hwy 36 to High Pass Rd	0	1.542	1.542	2004 LC TSP Project #110	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	37	Above State averages	87	0	
RM-17	1-4	Ferguson Rd	Hwy 99 to Territorial Hwy	0	6.32	6.32	ODOT Crash Data 2009-2013	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	36-41	Above State averages	81-90	0-1	
RM-32	1-4	Lingo Ln	99W to 99E	0	1.896	1.896	ODOT Crash Data 2009-2013	Rural Modernization	44	Above State averages	84	2	
RM-35	1-4,5	McKenzie View Drive	Coburg Rd to Hill Rd	0	6.099	6.099	2004 LC TSP Project #83	Rural Modernization	74-76	Above State averages (MP 0 - 3.19)	84-85	0	Consider combining with BP-14
RM-42	1-4	Oaklea Drive	Hwy 99W to 18th Ave West	0	1.512	1.512	2004 LC TSP Project #30	Rural Modernization	77	Under State averages	100	0	
BP-41	1-4	Coburg Loop Path					Interested Parties and County Staff	Construct the Coburg Loop Path	-	-	-	-	From Coburg's TSP process - they have a bike path shown outside their UGB.
BP-42	1-4	Beaver-Wilkes	along Eugene's UGB				Lane County Corridor Study	Bike/ped path	-	-	-	-	
SI-19	1-4	Hwy 99/Meadowview Rd					ARTS Location 200	Install any Median Barrier	N/A	N/A	N/A	N/A	ARTS Location
CI-1	1-4	Beaver Street Arterial	Hunsaker Drive to Wilkes Drive			840	TransPlan (Future List) Project #46	R.O.W. acquisition, general construction, new bike/ped path.	N/A (Urban)	N/A (Urban)	56-67	2-7	Outside Eugene's UGB; LC is studying corridor now. Findings from Beaver-Hunsaker Corridor Study.
FS-3	1-4	Prairie Road Widening (Future)	UGB to End (near Hwy 99)	7.3	8.03	0.73	Junction City #26	Rural Modernization. Widen shoulders. Discussion of prison siting, #9	N/A	N/A	83	0	
FS-7	1-4	New East-West Connector North Coburg					Board of County Commissioners		N/A	N/A	N/A	N/A	Per direction from our Board as part of Coburg's TSP
DT-1	1-4,5	Delta/Beltline Interchange					TransPlan #58	Interim/safety improvements; replace/revise existing ramps; widen Delta Hwy bridge to 5 lanes, #638	N/A	N/A	N/A	N/A	ODOT's Beltline Plan - in NEPA review

Solutions Alternatives on Figure 1-5

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-7	1-5,9	Cloverdale Rd	Hwy 58 to Hendricks Rd (State Highway begins)	0	3.276	3.276	2004 LC TSP Project #126	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	70	Above State averages	67	0	
RM-10	1-5	Crest Drive	Lorane Hwy to Blanton Rd	0	0.873	0.873	2004 LC TSP Project #79	Rural Modernization	N/A (Urban)	N/A (Urban)	90	0	Consider combining with BP-22
RM-13	1-5,9	Dillard Rd	Hwy 99 to ECM	0	4.016	4.016	2004 LC TSP Project #86	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	42	Above State averages	100	0	
RM-15	1-5	Edenvale Rd	OR 222 to Ridgeway Road	2	3.273	1.273	ODOT Crash Data 2009-2013	Rural Modernization - Consider constructing multi-use path from Bella Casa Park to OR 222	35	Above State averages	77	0	
RM-21	1-5	Franklin Boulevard East	I-5 Frontage to Twin Buttes Rd	0	1.121	1.121	2004 LC TSP Project #85	Rural Modernization	70	Above State averages	90	2	
RM-27	1-5	Hill Rd	Old Mohawk Rd to Marcola Rd	0	4.572	4.572	2004 LC TSP Project #90	Rural Modernization	33	Above State averages	65	0	Designated Bike Route, Consider combining with BP-14
RM-58	1-5	Marcola Rd/Brush Creek Rd	Hwy 228 to Camp Creek Rd				HSIP Table 8 Priority 20 (Same area as RM-34 and BP-24)	SH Rumble Strips/Fixed Object Removal	-	-	-	-	HSIP Project - Priority 20
BP-14	1-5	Hill Rd		0	0.1	0.1	New need identified	Bike-Ped Facilities - Widen shoulders for bike use	55	Above State averages	68	0	Designated Bike Route - consider combining with RM 27 or RM 35
BP-18	1-5	Jasper-Lowell Rd	Parkway Rd to Pengra Rd	0	3.874	3.874	2004 LC TSP Project #132	Bike-Ped Facilities - Widen shoulders for bike use	63-75	Under State averages	70-83	0-3 (MP8.92 - 9.5)	Consider combining with RM 30
BP-30	1-5	Ridgeway Rd	Hwy 58 to MP 1.0	0	1	1	2004 LC TSP Project #127	Bike-Ped Facilities - Widen shoulders for bike use	56	Above State averages	84	1	
BP-32	1-5	Seavey Loop	Hwy 58 to Franklin Boulevard East	0	3.791	3.791	2004 LC TSP Project #87	Bike-Ped Facilities	36 (MP 0 - 1.015) - 74	Above State averages (MP 2.808 - 3.791)	82-83	0	Gateway to Mt Pisgah
SI-8	1-5,9	McVay Highway/30th Ave					ODOT Crash Data 2009-2013	Convert EB through lane to left turn lane (dual lefts) and convert right turn lane to through right. The next step (potentially as a contingency task) is to add WB left turn lane and through lane which would require rebuilding of the structure. Consider rural signal safety treatments.	N/A	N/A	N/A	N/A	Operational and Safety Concerns
SI-9	1-5,9	Highway 99/Goshen Ave						Make AWSC and add SB left turn pocket.	N/A	N/A	N/A	N/A	Operational Concerns
SI-16	1-5,9	OR 58/Parkway Rd						Consider adding advanced intersection warning signage and minor street detection. Fixed object removal or guardrail.	N/A	N/A	N/A	N/A	Safety Concerns

Solutions Alternatives on Figure 1-6

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-12	1-6	Deerhorn Rd	126 to Bridge Street	0	7.2	7.2	ODOT Crash Data 2009-2013	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	36 (MP 0 - 3.68) 61	Above State averages	80-90	0	High-Volume Bike Route
RM-34	1-6	Marcola Rd	Wendling Rd to Johnson Rd	11.7	20.64	8.94	2004 LC TSP Project #88	Rural Modernization - Widen and overlay	80	Under State averages	76	2.5	High-Volume Bike Route
BP-28	1-6	Parsons Creek Rd.	Marcola Rd. to Pioch Ln.	0	0.899	0.899	2004LC TSP Project #8	Bike-Ped Facilities – Widen shoulders	35	Above State averages	77	0	
BP-39	1-6	Wendling Rd	Marcola Rd to Paschelke Rd	0	1.599	1.599	2004 LC TSP Project #135	Bike-Ped Facilities - Widen shoulders for bike use	75	Under State averages	78	0	
SI-1	1-6	Bridge Street	McKenzie River & Overflow Structure	0.006	0.19	0.184	2004 LC TSP Project #77	Bridge Improvements	N/A	N/A	N/A	N/A	

Solutions Alternatives on Figure 1-7

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-2	1-7	Blue River Drive	Hwy 126 to Hwy 126	0	1.555	1.555	2004 LC TSP Project #78	Rural Modernization	52	Above State averages	90	1	
RM-28	1-7	Horse Creek Rd	Hwy 126 to Entrance to Horse Creek Group Campground	0	1.387	1.387	ODOT Crash Data 2009-2013	Rural Modernization	42	Above State averages	80	2	

Solutions Alternatives on Figure 1-8

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-4	1-8,9	Camas Swale Rd	Butte Rd to Weiss Rd	0.55	7.01	6.46	2004 LC TSP Project #91	Rural Modernization	81	Under State averages	100	1	
RM-25	1-8	Gowdyville Rd	Territorial Hwy to Cottage Grove UGB	7.71	9.034	1.324	ODOT Crash Data 2009-2013	Rural Modernization	33	Above State averages	74	0	
BP-5	1-8	Cottage Grove-Lorane Hwy	Lorane to Cottage Grove	0.83	1.174	0.344	Cottage Grove Project #70	Bike-Ped Facilities - Widen shoulders for bike use	83	Under State averages	70	3	
BP-6	1-8	Cottage Grove-Lorane Rd	Hawley Cr Rd to Old Lorane Rd	10.879	12.654	1.775	2004 LC TSP Project #136	Bike-Ped Facilities - Widen shoulders for bike use	78	Under State averages	80	1	
FS-7	1-8	Territorial	Gillespie Corners-Lorane					Lane County Corridor Planning (30% design complete; 100% design pending STIP-leverage funding, still need to secure construction funding)					
DT-17	1-8	Territorial Hwy /Lorane Hwy						Consider rural unsignalized intersection and curve warning sign safety treatments. Also coordinate with ongoing Territorial Highway Safty Study.	N/A	N/A	N/A	N/A	Safety Concerns, Consider deleting since this is a part of the current territorial highway safety plan

Solutions Alternatives on Figure 1-9

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-11	1-9	Danstrom Rd	N Bradford Rd to Rodgers Rd	0	0.15	0.15	New need identified	Rural Modernization and Address Safety Concerns	39	Above State averages	85	0	Small project extents, no pertinent safety concerns
RM-30	1-9	Jasper-Lowell Rd	Bob Straub Pkwy to Big Fall Creek Rd	0	9.5	9.5	ARTS Crash Data - consider combining with BP-18	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	72	Above State averages	77	0	High-Volume Bike Route - Consider spot improvements to intersection of Parkway and Jasper-Lowell Rd, Consider combining with BP-18
RM-33	1-9	Lynx Hollow Rd	99W to Melody Lane	0	2.79	2.79	ODOT Crash Data 2009-2013	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone	35	Above State averages	77	0	
RM-38	1-9	Mill Rd	Hwy 58 to Wheeler Rd	0	0.249	0.249	2004 LC TSP Project #128	Realignment at Hwy 58	N/A (Urban)	N/A (Urban)	61-100	0	
BP-7	1-9	Dale Kuni Road	Hwy 99 to UGB	0	1.43	1.43	2004 LC TSP Project #63	Bike-Ped Facilities - Widen shoulders for bike use	40	Above State averages	100	0	
BP-8	1-9	Dexter Rd	Hwy 58 to Barbre Rd	0	1.5	1.5	2004 LC TSP Project #129	Bike-Ped Facilities - Widen shoulders for bike use	76	Above State averages	83	0	
BP-23	1-9	Lost Creek Rd	Hwy 58 to Parvin Rd	0	0.669	0.669	2004 LC TSP Project #138	Bike-Ped Facilities - Widen shoulders for bike use	84	Above State averages	90	2	
SI-2	1-9	Sears Rd	MP 0.62 to Saginaw Rd East	0.62	3.24	2.62	2004 LC TSP Project #93	Strengthen pavement structure	N/A	N/A	N/A	N/A	
SI-5	1-9	Harvey Road	At Hwy 99	0	0.1	0.1	Creswell #62	Intersection improvements at Hwy 99, High Priority #9	N/A	N/A	N/A	N/A	
SI-20	1-9	30th Exit to Gonyea Rd					TransPlan	Remove clover ramp to improve access					
FS-6	1-9	30th Avenue					Interested Parties and County Staff		N/A	N/A	N/A	N/A	We'll be applying for TGM again

Solutions Alternatives on Figure 1-10

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-46	1-9,10	Sears Rd	Molitor Hill Rd to ROW River Rd	0.64	9.808	9.168	HSIP - Table 8 Priority #3	Fixed Object Removal	46	Above State averages	71-84	3-4	HSIP Project - Priority 3 - Has already received ODOT funding

Solutions Alternatives on Figure 1-11

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
RM-52	1-9,11	West Boundary Rd	Lowell UGB to End of Pavement	0.15	6.4	6.25	ODOT Crash Data 2009-2013	Rural Modernization - Consider rumble strips, guard rails, and removing obstacles from the clear zone as well as widen to meet shoulder standards.	41	Above State averages	90	1	
DT-11	1-11	OR 58		55.95	56.34	0.39	2014-15 ODOT STIP	Replace bridge #07185 and 07188	N/A	N/A	N/A	N/A	2014-2015 STIP Key: 19221

Solutions Alternatives not Mapped

Project Number	Figure Number(s)	Road Name	Limits	Milepost		Length	Source	Description	2014 - 2015 Conditions Analysis*				Additional Comments
				Begin	End				Roadway Health	Collision Rates	PCI	Shoulder Width (ft)	
DT-2	N/A	Division Avenue	Delta Highway to Beaver Street			0.89	TransPlan (Future List) #32	New frontage road with Willamette River Bridge #512	N/A	N/A	N/A	N/A	ODOT's Beltline Plan - in NEPA review