

Territorial Highway

Gillespie Corners to Lorane



March 2021 — Answers to Frequently Asked Questions

Question 1: *What is the status of the project?*

Answer 1: Due to project costs exceeding available funding, the construction schedule has been adjusted to construct as much of the project as possible with the available funding. As a result, Phase 2 (from Lorane Hwy at Gillespie Corners to Stony Point) has been pulled from the construction plans until additional funding can be secured. The adjusted schedule is as follows:

- **Phase 1 construction at Stony Point** began in summer 2020. Construction was paused in December for the winter, but is planned to restart in April 2021. Construction is expected to be completed in summer 2021. More information about the construction schedule and traffic control measures will be available this spring.
- **Phase 2 construction at Gillespie Corners** (from Lorane Highway to Easy Acres Drive) must be delayed until additional funding can be secured. The current project costs for this phase, which have significantly increased since the original estimate, exceed the funding available. Lane County is in pursuit of additional funding and will continue to apply for grant opportunities for Phase 2.
- **Phase 3 construction north of Stony Point to Easy Acres Drive** is next in line for construction. Lane County is currently developing design drawings for Phase 3. Survey staff will be in the area collecting data in the coming weeks. Property owner discussions about potential property impacts will begin this spring (2021). Completing the design and acquiring needed right-of-way to construct the project will continue through 2022. Construction of Phase 3 is now scheduled for summers 2023 and 2024. Broader community discussions about the final design and construction schedule with details such as traffic control during construction is planned for fall 2022.

Phase 4 construction South of Stony Point to the town of Lorane is still planned after Phase 3 is completed. More information about the timing of this phase will be available in spring 2022.

Question 2: *Why didn't we see more construction on Phase 1 in 2020?*

Answer 2: Phase 1 construction in summer 2020 was spent stabilizing the landslide and constructing the new roadway alignment. Most of this construction activity occurred west of the existing roadway and was not visible to the public.

Question 3: *What was the original amount of funding for the total project?*

Answer 3: \$20 million was allocated toward the construction of the 5.71-mile section of Territorial Highway between Lorane Highway and Cottage-Grove-Lorane Highway. While Lane County will receive \$30 million from the Oregon Department of Transportation as part of the jurisdictional transfer agreement for Territorial Highway, \$10 million will go towards preservation and maintenance costs for the remaining 37 miles of Territorial Highway.

Question 4: *What is the cost of Phase 1 and why is it greater than anticipated?*

Answer 4: The original cost estimate for Phase 1 was developed in 2016 as \$1.8 million. Since then, construction costs have risen each year by about 2%. Additionally, construction methods to stabilize the slide area were more expensive than anticipated. The extent of the historical landslide was difficult to predict at the planning stages and required in-depth, on-site analysis which occurred after the original budget was developed. The actual cost for Phase 1 for the realignment and stabilization work was \$5.4 million.

Question 5: *What is the additional amount needed to complete the project?*

Answer 5: The total project cost estimate is currently \$32.9 million with each phase costing: \$5.4 million for Phase 1; \$3.5 million for Phase 2 (milepost 32.0 to 32.5); \$12 million for Phase 3 (milepost 32.5 to 34.65); and \$12 million for Phase 4 (milepost 35.34 to 37.77). External funding is needed to fully construct the 5.71-mile section between Gillespie Corners and Lorane. Lane County believes the best use of the remaining funds is to complete Phases 3 and 4. Lane County will continue to pursue additional external funding sources for the \$3.5 million needed to complete Phase 2.

Question 6: *Why is Phase 2 being skipped – why is the remaining funding being applied to Phases 3 and 4, but not Phase 2?*

Answer 6: Phase 2 is the most expensive per mile. It's the shortest segment (only a half-mile). It's also the most complicated with bridges that need to be elevated and widened. To stretch the available funding to cover the greatest area and provide the most benefit, the priority for available funding was determined to be Phases 3 and 4. Further, Phase 3 directly connects to the Phase 1 improvements, whereas Phase 2 is physically separated from Phase 1. Given the unpredictable nature of funding and construction costs, we didn't want to leave a gap in improvements.

Your patience with us and support of this project is greatly appreciated! We will continue to share project updates through our project e-newsletter. Please let us know if you have any questions or concerns.

Becky Taylor, Senior Transportation Planner, Lane County Public Works
Becky.taylor@lanecountyor.gov
Working remotely: 541.255.5761