



MEMORANDUM

EUGENE WATER & ELECTRIC BOARD
ELECTRIC DIVISION, GENERATION ENGINEERING

Rely on us.

TO: James P. Wiley
FROM: Marc K. Anderson, PE
DATE: June 4, 2009
SUBJECT: Leaburg Boat Landing Project Update

This memorandum provides an update on the Leaburg Boat Landing Project. The current project schedule still targets the start of construction in August 2009. However, the National Marine Fisheries Service (NMFS) has yet to approve the project-critical dredge-fill permit application. Their failure to approve that permit by August 1st threatens to delay construction of the boat landing until 2010.

Oregon Department of Transportation Permit

In April, Oregon Department of Transportation (ODOT) approved the conceptual design of the relocated entrance to the boat landing at the Goodpasture site. The design did NOT include a center turn lane or a right hand deceleration lane. OBEC estimated the cost of the center turn lane at \$2.5 million.

In an April 4, 2009 letter, David Warren, ODOT's Region 2 Traffic Manager, wrote: *"I am pleased to inform you that the Oregon Department of Transportation (ODOT) has approved the location and a development concept for your requested State Highway Approach. However, the Department's approval requires mitigation measures . . ."* Although ODOT did not actually approve the approach permit application, they did agree to approve the application when plans for the 'mitigation measures' were submitted to and approved by them. Those mitigation measures include the decommissioning of Ike's boat ramp, the removal of the existing approach to the highway at the Goodpasture site, the installation of advance highway signage for the boat ramp, and a commitment to trim brush in the right-of-way east of the boat landing entrance.

Mr. Warren's letter represents the successful culmination of a two year struggle with area neighbors concerned with traffic safety at the Goodpasture site. Area neighbors used every avenue available to pressure ODOT to require the center turn lane to satisfy their concerns about traffic safety. ODOT disagreed with the need for the turn lane. ODOT found that intersection sight distances available were 933 feet to the east and more than 1000 feet to

the west. 933 feet correlates to a design speed of 67 mph. The posted speed limit is 55 mph.

OBEC has completed the boat landing construction design drawing and specifications. Those documents include the mitigation measures required by ODOT. On May 12th, those plans were submitted to ODOT for approval. At this time, ODOT has not provided the approved the plans or the approach permit.

Lane County Permits

There is only one remaining Lane County permit needed for to construct the boat landing and that is the county building permit. Lane County requires that a county building permit be obtained for the installation of the pre-cast concrete restroom building and for the electrical service to it. The building permit application was submitted in April 2009 and is expected to be issued by mid-June of 2009.

There were two other permits needed from the Lane County Building Department. The County approved both of them in late 2008.

404 (Joint Fill-Removal) Permit Application

EWEB's Joint Fill-Removal (404) Permit application has not yet been approved by the Army Corp of Engineers (ACOE). That application was submitted on September 2008.

The ACOE stated in November 2008 that they are prepared to approve the permit application as submitted. ACOE's approval process, however, includes input from the National Marine Fisheries Service (NMFS). At this writing, NMFS has yet to approve that permit application and, as such, is delaying the issuance of the 404 permit.

In November 2008, NMFS notified ACOE that they disagreed with the conclusions reached in the Biological Assessment for the project. NMFS disagreed that the ramp would likely not have any adverse effects to ESA species because of ". . . the potential for adverse affects to designated critical habitat resulting from increased boating activities as a result of the ramp." NMFS also expressed concerns about lost habitat and impacts to the riparian area. In response, EWEB offered to decommission Ike's boat landing and return it to its natural state. It was thought that the closure of Ike's would more than mitigate for any adverse effects of the new landing at Goodpasture.

In early May 2008, representatives of EWEB, ACOE and NMFS toured the Goodpasture site, Ike's boat landing and the Water Board Park boat landing site. NMFS had requested the meeting. The visit allowed NMFS to gather the information they felt they needed to evaluate the 404 permit application. During the visit, representatives NMFS offered no indication on their willingness to approve the application.

The delay of the 404 permit approval is threatening to delay the construction of the boat ramp

until 2010. EWEB must receive the approved 404 permit before August 1, 2009 to allow the construction of the wetted portion of the ramp during the in-water work period that starts July 1st and ends August 31st. Oregon Dept. of Fish & Wildlife (ODF&W) requires that all in-water work be completed in that period to lessen the potential to migrating or spawning fish. ODF&W does have the capability to issue a construction waiver and allow in-water work outside the approved period. EWEB has contacted ODF&W to inquire about the possibility of obtaining a waiver. ODF&W has indicated that they might issue a waiver if needed to complete construction in 2009.

Boat Landing Layout Design

The boat landing layout design was finalized at a March 2009 Board meeting. Key aspects of the design include:

- No wetlands are impacted and tree removal is minimized
- A new entrance location is as far west as the western property line will allow
- 10 vehicle/trailer combination parking spaces
- 11 vehicle parking spaces
- A two-stall vault restroom located on the far east side of the parking area
- A 20' wide concrete boat ramp with 3' water depth at its deepest point
- A six' cedar fence along the western property line
- A six' chain-link fence along the northern property line

The design does NOT include an automatic gate at the landing entrance nor the facilities for an onsite resident caretaker recreation vehicle.

Preconstruction Activities

The construction area at the site has been surveyed and the trees that need to be removed for the driveway, the access road, and the parking area at Goodpasture are marked. One other tree, a large maple, is also marked for removal at the request of the neighboring property owner. The layout design was modified slightly to save two 38" diameter cedar trees and one 24" diameter fir.

EWEB's current strategy is to not remove any trees until all the necessary permits are obtained. A survey of the affected trees will be performed prior to removing them. The survey will locate all the bird nests that might be active. If any active nests are found, tree removal would be delayed until the nests are abandoned. Tree removal will not impact the construction of the boat ramp. The Goodpasture site has an existing road that provides access from the highway to the river's edge where the ramp is to be constructed. As such, the ramp can be constructed with any tree removal.

Construction Contract

On June 2, 2009, EWEB posted ITB #021-2009 for the construction of the Goodpasture boat landing. A mandatory pre-bid conference is scheduled for June 10th and the bid opening will occur on June 30th. The OBEC, the engineering firm that completed the landing design, estimates the cost of construction at approximately \$400,000.

Project Budget

The table below is an abbreviated version of the project estimate developed by OBEC with edits provided by EWEB staff. For the 2007 calendar year, EWEB expended \$109,000 on this project. For 2008, EWEB spent \$865,876. For 2009, EWEB has spent approximately \$59,000 of the \$750,000 allotted in the September 2008 Capital Improvement Plan budget.

	Estimate	Cost To Date	Projected
Temporary Structures & Appurtenances	\$ 57,410		\$ 57,410
Roadwork	\$ 52,850		\$ 52,850
Bases	\$ 70,700		\$ 70,700
Wearing Surfaces	\$ 120,500		\$ 120,500
Traffic Control & Safety	\$ 24,000		\$ 24,000
Right of Way Development & Control	\$ 55,500		\$ 55,500
Fences	\$ 35,000		\$ 35,000
SUB-TOTAL OF BIDDABLE ITEMS:	\$ 415,960		\$ 415,960
Contingencies @ 15%:	\$ 62,400		\$ 62,400
TOTAL CONSTRUCTION ESTIMATE:	\$ 478,360		\$ 478,360
Property Purchase	\$ 560,830	\$ 561,400	\$ 561,400
EWEB Labor	\$ 186,800	\$ 146,800	\$ 186,800
Engineering and Permitting Consultants	\$ 258,000	\$ 218,300	\$ 258,000
Misc	\$ -	\$ 8,400	\$ 8,400
Overhead	\$ 157,705	\$ 71,600	\$ 157,705
Project Estimate	\$ 1,641,695	1,006,500	\$ 1,650,665

