

APPLICATION FOR CENTRAL LANE MPO FY2007-09 STP-U FUNDS PRESERVATION, MODERNIZATION, PROJECT DEVELOPMENT

December, 2006

(NOTE: Applications accepted through December 20, 2006 for FY07, FY08 & FY09 funding. Please submit one application per project. Maximum of two applications per jurisdiction for each fiscal year.)

Date of this Application December 18, 2006

Contact Person Matt Rodrigues 541-682-6036

A. Background Information

1. Lead Agency: City of Eugene

2. Project Title: Pavement Preservation-Chambers St. From Railroad Blvd. to W. 8th Ave.

3. STP-U Project Category (circle/mark one): Preservation Modernization Project Devel.

PLEASE NOTE: IF DESIRED, § 4, 7 & 8 MAY BE ADDRESSED TOGETHER IN ONE NARRATIVE ATTACHMENT

4. Project Description: Include in description how activities address regional priorities

The project is pavement preservation of an existing arterial, Chambers St. From Railroad Blvd. to W. 8th Ave. Chambers St. currently has a pavement condition index (PCI) of 64 which is close to the breakpoint between a pavement overlay/inlay and total road reconstruction. The preservation treatment will restore the roadway to a new 20-year pavement life and a Pavement Condition Index of 100.

The work will consist of removal and replacement of an estimated 2 to 4 inches of asphalt depth from face of curb to face of curb. Isolated areas of pavement failure will be removed and replaced. Replacement of striping and pavement legends, and installation of ADA ramps as required will be included in the project scope. Pavement testing for this street segment is complete.

Chambers St. is an arterial street which provides mobility for diverse modes of transportation including auto and truck traffic, transit, bicycle, and pedestrian. The ADT of this street segment is over 18,000.

5. Screening/Eligibility Criteria: Indicate Yes/No for each; Provide details as needed

a) Listed in, or consistent with, financially constrained RTP

Yes. Pavement preservation of the arterial street system is consistent with the financially constrained RTP.

b) Ability to utilize funds in FY requested

Yes. The City has completed the pavement design for this project and will continue with design work prior to receiving STP-U funds and developing a prospectus and negotiating an intergovernmental agreement.

c) For eligible purpose under Federal guidelines

Yes. Pavement preservation on the arterial street system is an eligible purpose under Federal guidelines.

See <http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment3-FederalGuidelinesforSTP-U.pdf>

d) Can provide minimum required matching funds (10.27% of project total)

Yes. The City is proposing a 50 percent local match.

e) Sufficient identified funding to complete project/phase

Yes. The STP-U funds requested combined with the 50 percent local match from the City's Transportation Utility Fund is sufficient to complete the project.

6. Project Cost Estimate: Indicate Fiscal Year, STP-U Funds Requested, Other Funding

FY2007 STP-U Planning funds requested for this project	\$411,000
<u>Other funding-Local</u>	<u>\$411,000</u>
Total Cost Estimate	\$822,000

(Note: Total non-federal funding must meet minimum match requirement of 10.27% of total project cost – 11.45% of federal dollars)

7. Other Project Information: To the extent *not* discussed in the project description, address the following items from the July, 2006 CLMPO STP-U Process: Preservation, Project Development and Modernization Activities diagram.

<http://www.lcog.org/meetings/mpc/0706/MPC4.e-Attachment2-STP-UMod&Pres.pdf>

a. Description of need or problem addressed

This project addresses the need of maintaining the existing transportation system for the movement of people, goods and services. The City of Eugene currently has a pavement preservation backlog in excess of \$100 million. STP-U funds are a significant component of the City's diverse funding strategy for pavement preservation.

b. How project addresses MPO's regional priorities

Chambers St. is functionally classified as an arterial with the primary function of providing mobility to move people, goods and services throughout the region. The street carries an average daily traffic of 18,800. The percentage of trucks is 3.9 percent of the ADT. The street serves the following modes of transportation – auto and truck traffic, transit, bicycle, and pedestrian.

c. Assessment of magnitude of potential STP-U “overhead cost”

The project is pavement preservation of an existing arterial which will involve the removal and replacement of an estimated 2 to 4 inches of asphalt depth from face of curb to face of curb. The pavement design for this project is complete. The project will meet the “categorical exclusion” criteria for environmental documentation which will significantly reduce “overhead cost”. The City of Eugene has successfully completed preservation projects with STP-U funds and has significant experience in developing prospectuses and negotiating intergovernmental agreements with the Oregon Department of Transportation (ODOT). City engineering staff chaired the process to develop joint ODOT/APWA construction specification and have experience with the joint specification since their adoption by both organizations. City construction inspection staff have completed the requisite training and are ODOT certified to inspect federal aid projects.

d. Specific benefits of project

This project will restore the 20-year pavement life of the street using the most cost- effective pavement preservation method, a pavement overlay/inlay. The restored pavement surface will provide a safer and more efficient transportation facility for all modes of travel. The project will reduce the City's pavement preservation backlog currently estimated in excess of \$100 million.

e. "Cost" of not doing activity/project (or description of opportunity lost)

This project was selected because the preservation treatment will be a pavement overlay/inlay that will restore the roadways to a new 20-year pavement life and a Pavement Condition Index of 100. The existing PCI of Chambers St. is 64 which is close to the breakpoint between a pavement overlay/inlay and total road reconstruction due to failure of both pavement and rock structures of the road. Road reconstruction typically costs 4 to 5 times more than a pavement overlay/inlay.

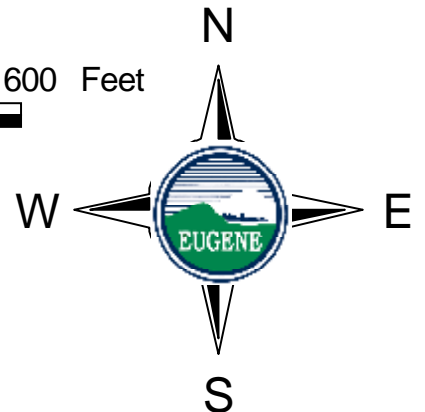
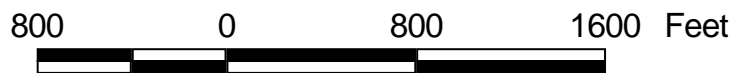
f. Expected outcomes & deliverables

Upon the completion of this project this section of roadway will have a new 20-year pavement life with a Pavement Condition Index of 100 on a scale of 1 to 100. Completion of this project will reduce the City's backlog of pavement preservation projects.

8. Project Technical Information: Project technical information is provided in the responses to questions 1 through 7.

Chambers St. From Railroad Blvd. to W. 8th Ave.

Dec 21, 2006



Caution: this map is based on imprecise source data, subject to change, and for general reference only.