

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_12/20/06 revised 1/19/07

Contact Person Tom Stinchfield

A. Background Information

1. Lead Agency: _Lane County_____

2. Project Title: _Hayden Bridge Road, Shadylane to 19th, Pavement Preservation

3. STP-U Project Category (circle/mark one): **X**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

Attach additional information, if applicable.

The Hayden Bridge Road Pavement Preservation Project is proposed to provide an overlay of the asphalt concrete pavement on two sections of Hayden Bridge Road, a county road, totaling 1.6 miles within the Springfield Urban Growth Boundary. The basic project will provide a 2.5 to 3 inch overlay with selected areas of base repairs and grinding/milling as required to match existing gutters. The westerly project limit is approximately Shadylane Dr and the easterly limit is 19th St.

The project area covers two different sections of road. Hayden Bridge Way, Shadylane Dr to 7th Ave is a 3-lane urban section approximately 0.53 miles long with a road width that varies from 40 to 66 ft. The section of Hayden Bridge Road, 7th St to 19th St is a 2-lane urban section about 1.04 miles long and 28 ft wide. Both sections are functionally classified as a Major Urban Collector. Bike lanes are included in the section from Shadylane to 5th St. The entire project has curb and gutters and sidewalks with ADA compliant ramps on both sides.

The project will repair pavements that have shown signs of load distress by replacing base material with good material where required. To keep the road surface level matching with the curb lines, the pavement on the edges of the curbs will be milled to required depth in a tapered width of 6 ft. Manholes, traffic signal loops will be adjusted where necessary.

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

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

Yes, the project is consistent with the RTP. As a preservation project, it is consistent with the policies in the plan, particularly TSI System-wide #1 and Finance #2.

b) Ability to utilize funds in FY requested

Yes, Lane County has recent experience with ODOT contracting of preservation projects and is ready to move the project forward for FY 08.

c) For eligible purpose under Federal guidelines

Yes, this project is eligible as a "rehabilitation and resurfacing" of a collector roadway.

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

Yes, matching funds at 10.27% will be provided from the Lane County Pavement Preservation Fund.

e) Sufficient identified funding to complete project/phase

Yes, the match and any costs that exceed the STP allocation will be provided from the Lane County Pavement Preservation Fund.

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

FY 08 STP-U funds requested for this project	\$726,813
Other funding (list type of funds, e.g. federal, state, local, etc.) _____	\$0
Other funding (county match) _____	\$83,187
Total Cost Estimate	\$810,000

(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.lcoq.org/meetings/mpc/0706/MPC4.e-Attachment2-STP-UMod&Pres.pdf>

a. Description of need or problem addressed

Lane County inspects and updates its pavement inventory annually. The pavement condition inspection performed in 2004 rated the pavement at 71 on a scale of 0 to 100; 100 being excellent condition. About 7% of the condition deterioration was attributed to load related stresses and 7% to other stresses such as utility digging. The remaining 86% was attributed to environmental causes. When longitudinal cracks show up on the surface as load distress it indicated the need for an overlay. A visual inspection performed on the pavement estimated about 10% of the road surface has longitudinal cracks up from 7% of 2004 inspection report. Such cracks must be repaired from the base. If corrective measures are not taken immediately the percentage of load stresses increases exponentially.

b. How project addresses MPO's regional priorities

Hayden Bridge Road is an important east/west collector in North Springfield. North of the Eugene-Springfield Highway (freeway) and its adjacent frontage road, Q Street, Hayden Bridge Road is the only east/west route available in this part of Springfield. It connects to Harlow Road, which provides an east/west route into Eugene over I-5. It also provides regional connections to the Gateway area. Most importantly, it connects directly to the southern end of the recently constructed Martin Luther King Parkway facility (and the new roundabout at the Harlow Rd/Pioneer Parkway/Martin Luther King Parkway intersection) that will provide access to the new PeaceHealth medical complex, Beltline Road, and to the I-5/Beltline Interchange. Preservation of the pavement on this route is of regional benefit. Traffic volumes at the west end of the project exceed 20,000 vehicles per day. The volume drops to about 11, 000 vpd for the section between 5th and 19th Streets.

c. Assessment of magnitude of potential STP-U "overhead cost"

Use of STP funds will mean that this project will be contracted through ODOT. Preservation projects are the simplest kind of project that can be contracted through the ODOT process by minimizing the complexity of review by ODOT.

d. Specific benefits of project

The benefits of this project will be better level of service in terms of riding quality, higher mobility, fuel efficiency for the vehicles, and safety due to a rehabilitated roadway surface. Air quality of the area will improve. Preservation projects are lot more economical than rehabilitation and reconstruction projects. They can be completed in short period of time without disrupting the road users' activities.

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

Rehabilitating this pavement now is recommended by our Pavement Management staff in order to avoid higher costs in the future that could include more extensive base failure and much more extensive repairs. Most pavement programs estimate that \$1 spent in a timely manner to preserve pavements can save the expenditure of \$4-5 later.

f. Expected outcomes & deliverables

The expected outcome is a rehabilitated pavement surface that will provide a safe and efficient roadway for the intermediate future.

8. Project Technical Information: To the extent not previously discussed, provide technical information for the proposed project that will assist in the staff evaluation of the application. Sample technical considerations identified during the July, 2006 MPO STP-U process approval include:

- **Safety Enhancement** Project will address existing safety issue. Identify safety issue (sight line, design element, deterrent to bicycling, etc.). If available, cite safety statistics (crash rate, etc.).
- **Urban Standards** Project brings facility to current urban design standard. Project adds urban design elements where current elements do not exist or are substandard, such as sidewalks, pedestrian crossing and/or transit stop improvements, bike facilities, storm water facilities, lighting, etc.
- **Preservation** Project provides long-term maintenance and preservation of the existing system. Demonstrate preservation need (for example, condition rating).
- **Multiple Modes** Identify how project will benefit more than one mode or purpose (i.e., benefits roadway & transit, benefits bicycle & roadway users, or benefits roadway & identified freight route).
- **Congestion Reduction** Project reduces congestion through provision of additional capacity or critical link or other means. Identify existing congested conditions that project will address. Identify modeled or projected impact on congestion.
- **Increase Alt. Mode Share** Identify how project will increase use of alternative modes (non-single occupant vehicle–SOV–use such as transit, bicycle, pedestrian).
- **Usage** Identify existing or projected daily traffic volume (roadway), ridership (transit) or other measure of use of facility. Demonstrate significance of project to the regional system.
- **Freight** Identify project benefits to freight system/movements.
- **Air Quality** If applicable, identify air quality benefits of project.