

Hyacinth Street Sidewalk Installation Project
Irvington Drive to Calla Street
Estimated Road Fund Cost \$44,000



Project Scope: Improve Hyacinth Street to accommodate one sidewalk within the available right-of-way

Project Limit	MP 0 to 0.664	Road Name	Hyacinth Street
Functional Class	Minor Collector	Project Status	Adopted in FY 10
Length	3,190 feet	Project Category	Bike and Ped
Funding Status	Under Funded / Extl	Project Number	

Existing Road Condition

ADT	2,000	Crash Rate	0
Pedestrian Traffic	About 50	Sidewalks	<input type="checkbox"/>
PCI	86	Curbs	<input checked="" type="checkbox"/>
Width	36 feet	Bike Lanes	<input type="checkbox"/>
Right of Way	60 feet	Parking Lanes	On-street parking
Pavement Type	Asphalt Concrete	Lanes	Un-striped

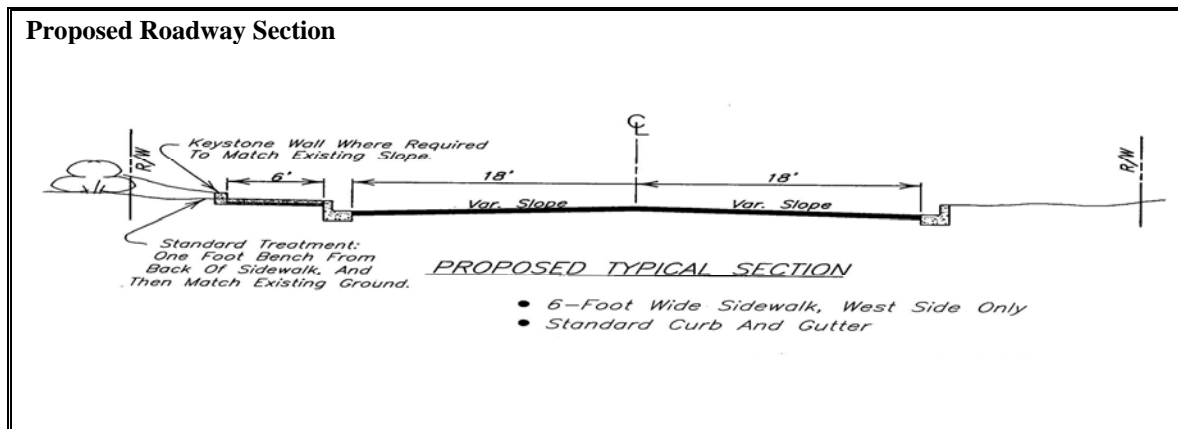
Location Map and Existing Road Condition



Define the Problem

Hyacinth Street is a Minor Collector Road serving Irving Elementary School, neighborhood communities, and providing a convenient connection between Irvington Road and Irving Road. The road has curbs and gutters but no sidewalks to provide connectivity for walking and biking schoolchildren. The roadway is used for parking on

Proposed Roadway Section



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both sides, leaving a narrow roadway shared by bike, pedestrian, and autos.

Proposed Solution¹

Provide a 5.5-foot wide sidewalk on the west side (the school side) adjacent to the existing curb and gutter, matching the existing roadway grade and profile. Accommodate bike lanes within the existing roadway width in a separate restriping project.

Project Cost (\$,000s)²

PROJECT ELEMENT	TOTAL	FY 12	FY 13	FY 14	FY 15	FY 16
Pre-Engineering	\$87		\$87			
Right-of-way	\$40		\$40			
Construction Engineering	\$41		\$41			
Utility relocation	\$0		\$0			
Construction ³	\$456		\$456			
Total Cost	\$624		\$624			

Funding Source (\$,000s)

FUND SOURCE	TOTAL	FY 12	FY 13	FY 14	FY 15	FY 16
Road Fund-local match ⁴	\$44		\$44			
STP-U Funding	\$389		\$389			
School Match	\$0		\$0			
Assessment	\$0		\$0			
Additional Funds Needed ⁵	\$191		\$191			
Total Fund	\$624		\$624			

Factors for Project Selection

Safety Improvement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input type="checkbox"/>	<input type="checkbox"/>	Economic Development	<input type="checkbox"/>	<input type="checkbox"/>
Congestion Improvement	<input type="checkbox"/>	<input type="checkbox"/>	Supports Tourism, Recreation	<input type="checkbox"/>	<input type="checkbox"/>
Provides Bike /Ped Connectivity ⁶	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Preserves Bridge / Pavement	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Has Public Requests / Support ⁷	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Degree of Users Benefit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total Factors Considered	8	

¹ Sidewalks, either setback or curbside, are required on both sides of arterial and collector roads in urban areas. This project proposes to retrofit Hyacinth Street with one, one-sided sidewalk. A separate design standard deviation process will need to be initiated.

² Project cost as of February 2011.

³ The design team explored various cost cutting options. This option includes full-length sidewalk construction together with necessary stormwater management facilities as required.

⁴ The Road Fund cost shown is the required local match for federal funding at 10.27%.

⁵ The project is currently underfunded. Additional works on stormwater improvements increased the project cost. Lane County has approval for \$433,000 from the Surface Transportation Program -Urban (STP-U). Staff will seek additional funding from the program.

⁶ Sidewalk projects are typically financed through adjacent property assessments. Due to the federal grants involved, it is assumed that adjacent property owners will not be assessed.

⁷ Irving Elementary School requested this project in 2006. School staff gathered local residents' support for the project. Previously, Lane County staff worked with the school staff to develop a project and apply for an ODOT Pedestrian or Bicycle improvement grant which was not made available.