

The 30th Ave. overlay project is funded by the Surface Transportation Program – Urban (STP-U) for \$880,000 towards construction scheduled in FY 2013. This project is programmed to address preservation of one of the busiest roads in Lane County and the only road that serves Lane Community College. It also provides a convenient connection to Interstate-5. This project, therefore, is of regional significance.

When the County applied for funding in 2010 (attachment 1), the planning level project scope envisioned overlaying all of the blacktop surface area of the 2.0-mile long, 5-lane wide section covering shoulder edge to shoulder edge. Considering the existing pavement condition index and truck traffic volume, a 3-inch thick asphalt concrete overlay was proposed.

Recent detailed surveys indicated the pavement surface profile also needed corrections, specifically along the wheel paths. The ruts along the wheel paths require an additional asphalt concrete pre-leveling course of various thicknesses prior to application of the proposed 3-inch wearing course. Such work over the large pavement area would require twice as much asphalt concrete and proportionate increase in the construction cost. Furthermore, the original scope does not include maintenance of the four Lane County maintained ramps, which are an integral part of 30th Ave. operations. They have similar pavement and traffic conditions as 30th Ave. It is economical and effective to include the ramps as part of the project. A review of the proposed project scope is required.

Lane County pavement design team looked into various maintenance options and their cost estimates. The options under considerations are:

Option (a) – Overlay ramps and 30th Ave. with a traditional 3-inch lift overlay, including necessary pre-leveling works. Estimated cost for this scope is \$1.709 million. This option would require an additional \$867,000 funds.

Option (b) – Revise the project scope within the available budget. Do not correct roadway profile. This option would replace 2-inch (minimum) thick fatigued material with new asphalt concrete on the four travel lanes only. Automobile off-limit pavement areas such as shoulders and painted medians would not be treated. This option brings the cost within the available \$880,000 budget, excluding the ramps.

Option (c) – Provide the maintenance treatment technique as in option (b) with the ramps included. It would cost \$1.265 million as shown in attachment 2. This option would leave a funding gap of \$432,000 towards ramps overlay / inlays of suitable asphalt concrete thickness.

The design team is recommending option (c) which is a cost saving option with minimum asphalt concrete uses. It may be possible to reclaim old asphalt concrete. Lane County is requesting additional funding from STP-U funds to

complete the project as in option (c). Additional project information is shown in attachment 3.

Attachments

- (1) FY 11-13 STP-U application related documents
- (2) Updated cost estimate
- (3) Project description sheet



APPLICATION FOR STP-U FUNDS

PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

FY 2011-2013

| Project Information | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|----------------------------------------|--------------------------------------------------------------------------------|
| Project Title: | 30 th Avenue Asphalt Concrete Overlay project | | |
| Agency Applying: | Lane County | | |
| Fiscal Year(s): | 2013 | | |
| Staff Contact: | Celia Barry | Phone/Email: | 541 682-6935 |
| Project Type: | <input checked="" type="checkbox"/> Preservation | <input type="checkbox"/> Modernization | <input type="checkbox"/> Project Development <input type="checkbox"/> Other |
| Mode: | <input checked="" type="checkbox"/> Roadway | <input type="checkbox"/> Transit | <input type="checkbox"/> Bike/Ped <input type="checkbox"/> Other |
| Project Description: | | | |
| The 30 th Avenue AC Overlay project strengthens the existing pavement life by adding 3" thick asphalt concrete layer. The 2.0-mile long project will provide a better riding quality, improved pavement markings on the existing 5-lane roadway. Commuter and freight traffic destined to the Lane Community College campus or Interstate 5 will be benefitted by this project. | | | |
| Description of Need or Problem | | | |
| 30 th Avenue is one of the busiest roadways in Lane County. It is used by 20,000 commuter trips daily; it is therefore a high priority to keep the roadway in repair. The latest pavement inspection identified signs of pavement distress, where the pavement rating shows pavement condition index (PCI) falling below 60. The Pavement Management Program recommended the roadway for a 3" AC overlay to avoid further deterioration. | | | |

| Eligibility | YES | NO |
|--------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------|
| RTP Is the project listed in, consistent with, or able to be added to financially constrained RTP, during project time frame? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Timeliness. Does the agency have the ability to utilize funds in FY requested? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Federal Eligibility. Is project eligible for STP-U funding under Federal guidelines ¹ | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Local Match. Can agency provide minimum required matching funds (10.27% of project total)? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Sufficient Funding. Has sufficient funding been identified to complete project/phase | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

¹See <http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf>

| Cost Estimate/Funding Needs | | |
|------------------------------------------------------------------------------------------------------|------------------|-------------------|
| Total Estimated Project Cost | \$880,000 | |
| Funding Available | \$90,376 | Source: Road Fund |
| | \$790,000 | Source: STP-U |
| | \$ | Source: |
| Amount of STP-U Request | \$789,624 | |
| Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost. | | |

| Regional Priorities | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------|--------------------------------------------|------------------------------------------------|
| <input checked="" type="checkbox"/> | PRESERVES EXISTING TRANSPORTATION ASSETS | | | |
| Goal: | Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths. | | | |
| Measures: | Roadway <input checked="" type="checkbox"/> | Transit Route <input checked="" type="checkbox"/> | Bike Lanes <input type="checkbox"/> | Multi-Use Path <input type="checkbox"/> |
| | Functional Class: | Minor Arterial | Transit Volume: | 2,715 |
| | PCI: | 60 | Freight Volume: | NA (estimated 1,000) |
| | Traffic Volume: | 20,000 | Bike/Ped Counts: | NA (estimated 50) |
| Qualitative Assessment: | | | | |
| The latest PCI of 60 indicates that the pavement is in need of a preservation project. The roadway is used by Lane Community College (LCC) commuters in autos as well as accessing Interstate -5. Five bus lines currently serve students, teachers, and visitors of LCC. Freight traffic volume is also significantly high. The shared shoulder is used by bicyclists. With a high volume of heavy vehicles and buses on the roadway, the pavement structural capacity is projected to go down rapidly. If not addressed soon, the rating may slip below 40, at which point the roadway will have to be reconstructed. | | | | |

| Regional Priorities | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|----------------------------|----------------------------|-----------|
| <input checked="" type="checkbox"/> | PRESERVES OR ENHANCES TRANSIT SERVICES | | | |
| Goal: | Maintain or increase transit ridership. | | | |
| Measures: | Existing ridership: | 2,715 | Proj. ridership | 2,800 |
| | Existing service hrs: | 6 am to 7 pm | Proj. service hrs: | No change |
| | Ex. area of service: | Metro area , Cottage Grove | Proj. service area: | No Change |
| | Title VI Issues: | | Title VI Issues: | |
| Qualitative Assessment: | | | | |
| Lane Transit District currently operates five bus lines to serve students, employees, and visitors of Lane Community College from the Metro area, City of Lowell and Cottage Grove. About 300 bus trips use the roadway in addition to heavy vehicles that access I-5. Improved roadway surface reduces the cost of fleet maintenance, fuel consumption, and provides smooth riding quality. Therefore, the project supports and preserves existing transit services. | | | | |

| Regional Priorities | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|------------------------------------------|---------------------------------------|
| <input checked="" type="checkbox"/> | IMPROVES SAFETY | | | |
| Goals: | Reduce the number and severity of accidents involving pedestrians, bicyclists, and/or vehicles. Address areas perceived to have safety issues to increase the use of multi-use paths. | | | |
| Measures: | Roadway <input checked="" type="checkbox"/> | Multi-Use Path <input type="checkbox"/> | Sidewalk <input type="checkbox"/> | Mixed <input type="checkbox"/> |
| | Vehicular Crash Data: | 3 crashes in 5 years | Traffic Volume: | 20,000 |
| | Bicycle Crash Data: | 0 | Transit Volume: | 2,715 |
| | Ped. Crash Data: | 0 | Bike/Ped Counts: | NA (50 estimated) |
| Qualitative Assessment: | | | | |
| Potholes and ruts in the pavement are concerns for bicyclists. The overlay project eliminates rutting, potholes, and other undesirable elements from the roadway; therefore it improves safety for bicyclist and auto users. The AC overlay project provides the opportunity to replace pavement markings. Pavement markings are key to safe driving on the road. The project plans to use thermoplastic materials that are durable and have high reflectivity during night hours. | | | | |

Regional Priorities

| | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------------------|
| <input checked="" type="checkbox"/> | REDUCES GREENHOUSE GAS EMISSIONS | | | |
| Goals: | Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand. | | | |
| Measures: | Congestion Reduction <input type="checkbox"/> | Operational Efficiency <input checked="" type="checkbox"/> | Alternative Modes <input type="checkbox"/> | Trans. Demand Management (TDM) <input type="checkbox"/> |
| | | EXISTING | | PROJECTED |
| | Traffic Volume: | 20,000 | | 19,000 |
| | VMT: | 80,000 | | 76,000 |
| | Freight Volume: | Not available (estimated 1,000) | | 1,000 |
| | Transit Volume: | 2,715 | | 2,800 |
| | Bike/Ped Counts: | 50 (estimated) | | 100 |
| | Travel Time: | NA | | NA |
| | Congestion Index: | NA | | NA |
| | Hours of Delay: | NA | | NA |
| | Walk Mode Share: | 0 | | 0 |
| | Bike Mode Share: | 1% | | 1% |
| | Transit Mode Share: | 10% | | 11% |
| | Carpool Mode Share: | 5% (estimated) | | 5% |
| | Transit Service Hrs: | 74 hrs/day, 6am to 7 pm | | 74 hrs/day |
| | Sidewalk Miles: | 0 | | 0 |
| | Bikeway Miles: | 0 | | 0 |
| Priority Bikeway Miles: | NA | | NA | |
| Qualitative Assessment: | | | | |
| This project improves the operational efficiency of the roadway. An improved riding surface translates into overall improvement in the quality of transportation experiences, including reduction in delays and corresponding reduction in greenhouse gas emissions. | | | | |

Additional Project Benefits

| | |
|----------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Connectivity | Will completed project fill in key gaps in the transportation system, complete system components, or provide better pedestrian, bicycle, or roadway connectivity at a regional scale? |
| This project does not affect connectivity. | |
| Measures: | |
| Multiple Modes | How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)? |
| 30 th Avenue is used by commuter, freight, and bicycle traffic. | |

| | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Measures: | |
| Congestion Reduction | Will completed project reduce congestion through provision of additional capacity or critical link or other means? |
| The project will not add any additional roadway capacity. | |
| Measures: | |
| Freight | Will completed project improve the freight system and freight movement? |
| The project preserves a facility that is frequently accessed by the freight system. | |
| Measures: | |
| Public Health | Will the completed project provide public health benefits? |
| The project indirectly contributes to public health. The smooth riding surface not only reduces environmental pollution, it provides the road users the comfort of smooth transportation, including commuters using public transportation and bicyclists using the shoulder. | |
| Measures: | |
| Other | Are there other benefits that the completed project will provide? |
| Measures: | |

| | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Other Project Information | |
| Scope of improvement, i.e., regional, community, neighborhood, local | |
| Lane Community College is of regional importance. Therefore, project benefits extend beyond the local community and are regional in scope. | |
| Ratio of STP-U Overhead to Overall Project Cost | |
| Low | |
| Opportunity Costs, i.e., cost of not doing activity/project | |
| Deferring periodic maintenance can result in a high cost rehabilitation project. A full rehabilitation of the roadway costs three times as much as a preservation project cost. | |
| APPLICATION DUE DATE: 5:00 PM, Tuesday, February 23, 2010 | |
| PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcog.org | |

**30th Ave. and Ramps Mill and Fill
BCM mp 0.127 to ECM mp 2.109**

| ITEM | UNIT | Estimated Quantities | | | | | | | UNIT PRICE | TOTAL |
|------------------------------------------------------------------|------|----------------------|------|------|--------|--------|------|--------|-----------------------|--------------|
| | | 30th A | #30 | #40 | Gonyea | Spg Bl | #21 | Total | | |
| TEMPORARY FEATURES AND APPURTENANCES | | | | | | | | | | |
| MOBILIZATION | LS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$45,000.00 | \$45,000.00 |
| TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC | LS | 1 | 1 | 1 | 1 | 1 | 1 | 1 | \$18,000.00 | \$18,000.00 |
| TEMPORARY SIGNS | SF | 800 | 50 | 50 | 50 | 50 | 50 | 1,050 | \$10.00 | \$10,500.00 |
| TEMPORARY BARRICADES, TYPE II | EACH | 20 | 2 | 2 | 2 | 2 | 2 | 30 | \$50.00 | \$1,500.00 |
| TEMPORARY BARRICADES, TYPE III | EACH | 20 | 2 | 2 | 2 | 2 | 2 | 30 | \$100.00 | \$3,000.00 |
| TEMPORARY PLASTIC DRUMS | EACH | 250 | 10 | 10 | 10 | 10 | 10 | 300 | \$50.00 | \$15,000.00 |
| SEQUENTIAL ARROW SIGNS | EACH | 2 | 0 | 0 | 0 | 0 | 0 | 2 | \$2,000.00 | \$4,000.00 |
| PORTABLE CHANGEABLE MESSAGE SIGNS | EACH | 4 | 0 | 0 | 0 | 0 | 0 | 4 | \$3,000.00 | \$12,000.00 |
| FLAGGERS | HOUR | 500 | 40 | 40 | 40 | 40 | 40 | 700 | \$45.00 | \$31,500.00 |
| EROSION CONTROL | LS | 1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 2 | \$500.00 | \$1,000.00 |
| INLET PROTECTION | EACH | 11 | 0 | 0 | 2 | 2 | 0 | 15 | \$75.00 | \$1,125.00 |
| POLLUTION CONTROL PLAN | LS | 1 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 2 | \$500.00 | \$1,000.00 |
| DRAINAGE AND SEWERS | | | | | | | | | | |
| MINOR ADJUSTMENT OF MANHOLES | EACH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$900.00 | \$0.00 |
| ADJUSTING BOXES (Assumed Traffic Signal Boxes @ Eldon Shafer) | EACH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$500.00 | \$0.00 |
| BASES | | | | | | | | | | |
| COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCHES DEEP | SY | 0 | 400 | 400 | 0 | 0 | 350 | 1,150 | \$4.00 | \$4,600.00 |
| COLD PLANE PAVEMENT REMOVAL, 2 INCHES DEEP | SY | 67,000 | 0 | 0 | 1800 | 2000 | 0 | 70,800 | \$1.00 | \$70,800.00 |
| AGGREGATE SHOULDERS | TON | 0 | 175 | 175 | 20 | 0 | 0 | 370 | \$20.00 | \$7,400.00 |
| WEARING SURFACES | | | | | | | | | | |
| LEVEL 3, 3/4 INCH OPEN HMAC (2" Overlay) | TON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$52.00 | \$0.00 |
| LEVEL 3, 3/8 INCH DENSE HMAC (3/4" depth + 1000 tons pre-level) | TON | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$70.00 | \$0.00 |
| LEVEL 3, 1/2 INCH DENSE HMAC | TON | 7,600 | 225 | 225 | 550 | 225 | 300 | 9,125 | \$55.00 | \$501,875.00 |
| LEVEL 3, 3/4 INCH DENSE HMAC (6" AC Repair Backfill for 2830 SY) | TON | 949 | 250 | 150 | 0 | 0 | 0 | 1,349 | \$60.00 | \$80,940.00 |
| 6 INCH ASPHALT CONCRETE PAVEMENT REPAIR | SY | 3,000 | 725 | 400 | 0 | 0 | 0 | 4,125 | \$10.00 | \$41,250.00 |
| EXTRA FOR ASPHALT APPROACHES | EACH | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$300.00 | \$0.00 |
| PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES | | | | | | | | | | |
| ADJUSTING GUARDRAIL | FOOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | \$5.00 | \$0.00 |
| MONO-DIRECTIONAL WHITE TYPE IAR MARKERS, RECESSED | EACH | 600 | 0 | 0 | 0 | 0 | 0 | 600 | \$10.00 | \$6,000.00 |
| BI-DIRECTIONAL YELLOW TYPE IAR MARKERS, RECESSED | EACH | 600 | 0 | 0 | 0 | 0 | 60 | 660 | \$10.00 | \$6,600.00 |
| THERMOPLASTIC, NON-PROFILE, 120 MILS, EXTRUDED, | FOOT | 72,000 | 2400 | 4200 | 5100 | 4400 | 3025 | 91,125 | \$0.80 | \$72,900.00 |
| PAVEMENT MARKER | EACH | | 60 | 60 | 0 | 60 | 60 | 240 | \$5.00 | \$1,200.00 |
| PAVEMENT LEGEND, TYPE B: Arrows | EACH | 11 | 4 | 0 | 0 | 0 | 0 | 15 | \$250.00 | \$3,750.00 |
| PAVEMENT LEGEND, TYPE B: "ONLY" | EACH | 4 | 0 | 0 | 0 | 0 | 0 | 4 | \$350.00 | \$1,400.00 |
| BIKE STENCIL | EACH | 0 | 0 | 0 | 3 | 0 | 0 | 3 | \$400.00 | \$1,200.00 |
| PAVEMENT BAR, TYPE B-HS | SF | 305 | 12 | 0 | 0 | 0 | 0 | 317 | \$9.00 | \$2,853.00 |
| PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS | | | | | | | | | | |
| LOOP DETECTOR INSTALLATION | LS | 1 | 0 | 0 | 0 | 0 | 0 | 1 | \$10,000.00 | \$10,000.00 |
| PROJECT SUB-TOTAL = | | | | | | | | | \$956,393.00 | |
| Contingencies @15%= | | | | | | | | | \$143,458.95 | |
| PROJECT CONSTRUCTION SUBTOTAL= | | | | | | | | | \$1,099,851.95 | |
| Preliminary Engineering @ 10%= | | | | | | | | | \$109,985.20 | |
| Construction Engineering @ 5%= | | | | | | | | | \$54,992.60 | |
| ESTIMATED PROJECT TOTAL = | | | | | | | | | \$1,264,829.74 | |

30th Ave. Mill and Fill Project
MP 0 to 2.01
Estimated Road Fund Cost \$130,000



Project Scope: Overlay roadway section with a 2” thick Asphalt Concrete by mill and fill of travel lanes including ramps

| | | | |
|-------------------------|-------------------|-------------------------|-----------------------|
| Project Limit | MP 0 to 2.01 | Road Name | 30 th Ave. |
| Functional Class | Minor Arterial | Project Status | Adopted |
| Length | 2.01 mile | Project Category | Pavement Pres. |
| Funding Status | Externally Funded | | |

Existing Roadway Condition

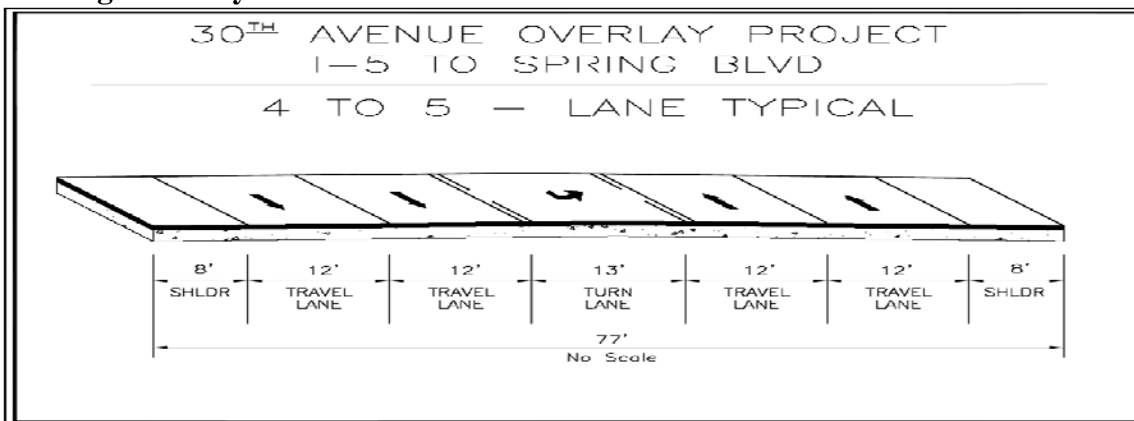
| | | | |
|---------------------------|---------------|----------------------|-------------------------------------|
| ADT | 20,000 | Crash Rate | 0.1 crash/mil veh |
| Pedestrian Traffic | | Shoulders | <input checked="" type="checkbox"/> |
| PCI | 53 | Curbs | <input type="checkbox"/> |
| Width | Up to 78 feet | Bike Lanes | <input type="checkbox"/> |
| Right of Way | | Parking Lanes | |
| Pavement Type | AC | Lanes | 4-5 lanes |



Define the Problem

Annual pavement inspection revealed signs of pavement distresses. The latest PCI dropped below 60, an indication that a preservation project is overdue. If not addressed

Existing Roadway Section



30th Ave. Mill and Fill Project
MP 0 to 2.01
Estimated Road Fund Cost \$130,000



soon, the pavement rating may slip below 40 at which point the roadway will have to be reconstructed.

Proposed Solution

Considering the high traffic volume and type of vehicles, an overlay of 3” of Asphalt Concrete is required. A traditional overlay covering shoulder to should would include areas that are not under distress. As a cost saving option, a “mill-and-fill” technique is proposed which leaves shoulders and painted medians are excluded from any treatment. This approach would remove 2 inches of distressed materials on travel lanes and refilled with equal thickness asphalt concrete. Newly filled asphalt level would match existing profile.

Project Cost (\$,000s)

| PROJECT ELEMENT | TOTAL | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 |
|---------------------------|----------------|--------------|----------------|-------|-------|-------|
| Preliminary Engineering | \$110 | \$110 | | | | |
| Right-of-way Phase | | | | | | |
| Construction Engineering | \$55 | | \$55 | | | |
| Construction ¹ | \$1,100 | | \$1,100 | | | |
| Utility relocation | | | | | | |
| Total Cost | \$1,265 | \$110 | \$1,155 | | | |

Funding Source (\$,000s)

| FUND SOURCE | TOTAL | FY 12 | FY 13 | FY 14 | FY 15 | FY 16 |
|-------------------------|----------------|--------------|----------------|-------|-------|-------|
| Road Fund (Local Match) | \$90 | \$90 | | | | |
| STP-U Fund (FY 13) | \$790 | | \$790 | | | |
| Un-funded | \$385 | \$20 | \$365 | | | |
| Total Fund | \$1,265 | \$110 | \$1,155 | | | |

Factors for Project Selection²

| | | | | | |
|----------------------------------------------|-------------------------------------|-------------------------------------|-------------------------------|-------------------------------------|--------------------------|
| Safety Improvement | <input type="checkbox"/> | <input type="checkbox"/> | Plan Consistency | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Structural Capacity Enhancement | <input checked="" 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 ³ | <input type="checkbox"/> | <input type="checkbox"/> | Preserves Bridge / Pavement | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Leverages Other Projects/Funds | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Has Public Requests / Support | <input type="checkbox"/> | <input type="checkbox"/> |
| Degree of Users Benefit | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Total Factors Considered | 6 | |

¹ Lane County has approval for \$880,000 in STP-U funds for this project. The County is to provide a 10.27% local match to the grant. The project scope was recently refined to include the 30th Ave. ramps. This change in scope has increased the construction cost to \$1.1 million. The remainder of the project cost is being sought from external sources.

² The selection factors shown here are for informational purposes only. Pavement Overlay projects are prioritized based on the Pavement Condition Index (PCI) rating system, annual pavement inspection and reporting. The Pavement Condition Index (PCI) provides an estimate about the health of a pavement. A PCI below 70 is a candidate for an overlay.

³ The project scope does not address bike and pedestrian connectivity needs. The roadway shoulders will be striped with thermoplastic paint to increase visibility.