

# APPLICATION FOR CENTRAL LANE MPO FY2010 STP-U FUNDS PROJECT DEVELOPMENT, PRESERVATION, MODERNIZATION

July, 2009

(NOTE: Draft applications due to Paul Thompson by 5:00 PM July 20)

Date of this Application July 20, 2009 Contact Person Celia Barry

## A. Background Information

1. Lead Agency: Lane County

2. Project Title: 30<sup>th</sup> Avenue Overlay (I-5 to Spring)

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

**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 30<sup>th</sup> Avenue Overlay (I-5 to Spring) is a 2.1-mile, pavement preservation project proposed to provide an overlay of the asphalt concrete pavement. The project would provide up to a 3-inch overlay with selected areas of base repairs. 30<sup>th</sup> Avenue varies from 78' to 80' in width. It is a 4-lane minor arterial with 10'-wide shoulders. **Attachment 1** shows a typical section.

30<sup>th</sup> Avenue provides access to Lane Community College (LCC), a regional destination, and to I-5 from south Eugene. It supports freight coming and going to I-5 and Eugene, and is heavily used by transit, other motorists, and bicyclists. At the entrance to LCC average daily traffic was between 15,000-20,000 according to counts taken in 2007.

Lane County inspects and updates its pavement inventory using a computerized Pavement Management Program combined with visual inspections. The pavement condition index (PCI) is currently rated at 64 out of 100. The road is showing signs of distress and the County Engineer has determined that an overlay is due. If corrective action is not taken in the very near future then repair costs begin to increase exponentially. Studies show that every additional dollar spent on preventive maintenance treatments saves up to \$10 in future rehabilitation costs (see **Attachment 2**, page 1).

Timely maintenance extends the useful life of pavement and reduces delays. It also promotes safety by eliminating rough road sections that drivers cannot anticipate. A higher quality ride, higher mobility, reduced congestion, and reduced air pollution all result from the smoother surface. Overlay projects are also more efficiently completed than reconstruction, so traffic delays are minimized when roads are preserved in a timely manner.

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

- a) **Listed in, or consistent with, financially constrained RTP, or able to be added to RTP during project time frame**    **Yes**
- b) **Ability to utilize funds in FY requested**    **Yes**
- c) **For eligible purpose under Federal guidelines**  
See <http://www.lcog.org/documents/meetings/mpc/0609/MPC5f-Attachment1-FederalGuidelinesforSTP-U.pdf>
- d) **Can provide minimum required matching funds (10.27% of project total)**    **Yes**
- e) **Sufficient identified funding to complete project/phase** **Yes**

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

<b>FY2010 STP-U funds</b> requested for this project	<b>\$442,000</b>
Other funding (also list type/source of funds, e.g. federal, state, local, etc.)	\$
Other funding #2 County match	<b>\$435,000</b>
Total Cost Estimate	<b>\$877,000</b>

(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/documents/meetings/mpc/0609/MPC5f-Attachment3-STP-UModPres.pdf>

**a. Description of need or problem addressed**

Please see #4 above.

**b. How project addresses MPO’s regional priorities**

Please see #4 above.

**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 and minimize the complexity of review.

**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 vehicles, and safety due to a rehabilitated roadway surface. Air quality will improve. Preservation projects are more economical than rehabilitation and reconstruction that would be necessary if preservation is delayed. Preservation can be completed in a much shorter period therefore reducing disruption to the traveling public’s activities.

**e. “Cost” of not doing activity/project (or description of opportunity lost)**

The overlay is recommended by county engineering and maintenance staff in order to avoid higher costs in the future. It is expected that \$1 spent now will save up to \$10 in future costs.

**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 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.

**PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG [pthompson@lcoq.org](mailto:pthompson@lcoq.org)**