

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 Tom Boyatt

A. Background Information

1. Lead Agency: City of Springfield

2. Project Title: Arterial & Collector Crack Seal and Slurry Seal

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.

It is a regional priority to preserve arterial and collector streets for regional and sub-regional public usage. Roadway preservation is a responsible method of extending the life of the significant public investment in this important infrastructure, and preventing it from deteriorating to the point where much more expensive techniques are necessary to return the infrastructure to a serviceable condition. The purpose of this project is to apply surface preservation techniques to arterial and collector roadways in Springfield, using the slurry seal/crack seal method to extend the life these roadways. The slurry/crack seal method costs on average 80% less than the cost to remove and replace the asphalt surface, and many orders of magnitude less than the cost of complete roadway reconstruction. Where the treatment is applied on a regular basis over the 20 year design life of the roadway, it can often extend that life cycle by as much as 30 years. By extending the life of the public investments in arterial and collector streets, and significantly delaying the need to either replace the asphalt surface or completely reconstruct the roadbed and street surface, overall public costs are greatly reduced.

Springfield has been struggling to keep current its schedule of crack/slurry sealing on arterials and collectors as annual County road fund payments to the City fell from \$1,000,000 to \$500,000 and then to \$0. The City enacted a local option gas tax in 2003, and in combination with reserves draw-down was able to take care of the highest preservation needs on the system until 2008. Inflation and the growing size of the transportation system, as well as increasing deferred need, caused the City to seek voter approval for a two cent gas tax increase in 2009 for the specific purpose of roadway preservation. That local option failed, and so the City has now turned to the discretionary STP-U funding program to support its most basic system preservation activities.

A \$500,000 crack/slurry seal investment in Springfield's arterial and collector streets will allow the City to address the surface of approximately 23 street lane miles, which are currently in "Fair" condition. The top candidates for this work are listed below. The City's goal will be to complete as many linear feet as possible with programmed funding.

- Q Street: Pioneer Parkway East to 19th Street
- Olympic Street: Mohawk Blvd. to 42nd Street
- Daisy Street: 42nd Street to Bob Straub Parkway

- High Banks Road: 52nd Street to Thurston Road

STP-U overhead costs for this project are low. Right of way is not required and ODOT design and construction oversight is minimal given the straightforward nature of the project to apply surface treatment to existing roadways.

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. While preservation projects are not typically listed in the financial constraint list in the RTP, roadway preservation is completely consistent with the policies and intent of the Plan.

b) Ability to utilize funds in FY requested

Yes. Crack/Slurry seal is a summer activity and will be completed in federal fiscal year 2010.

c) For eligible purpose under Federal guidelines

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

Yes. Surface preservation is an eligible use of funds under the federal guidelines.

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

Yes.

e) Sufficient identified funding to complete project/phase

Yes. This method of roadway preservation is scalable, and funding will be sufficient to complete a project.

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

FY2010 STP-U funds requested for this project	\$500,000
Other funding (local match)	\$ 57,250
Other funding #2	\$
Total Cost Estimate	\$557,250

(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-U ModPres.pdf>

Other Project Information is included in #4 above.

- Description of need or problem addressed**
- How project addresses MPO's regional priorities**
- Assessment of magnitude of potential STP-U "overhead cost"**
- Specific benefits of project**

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

f. Expected outcomes & deliverables

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.

City proposes to apply crack/slurry sealing to the roadway segments listed in #4 above in this application. Each of these segments is ideally suited to the crack/slurry seal surface preservation method as each segment falls into the "Fair" category. The crack/slurry treatment will add an estimated eight years of useful life to the existing assets at a fraction of the cost of pavement replacement or reconstruction.

PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG pthompson@lcoq.org