



Amendment Number: 2011-33
Reviewed by USDOT:
TPC Approved: 07/28/2011
Public Comment began:
Public Comment complete:
MPC Approved/**Informed**: 08/11/2011
Sent to ODOT/STIP Coord: 07/28/2011
STIP Amendment #:

AMENDMENT
FY10-13 Metropolitan Transportation Improvement Program (MTIP)

DATE OF REQUEST: 7/26/2011 **BY AGENCY, PERSON:** Lane Co., Shashi B.

ODOT KEY NUMBER: 17366 **RTP NUMBER/POLICY:** Finance Policy #2

PROJECT NAME: 30th Avenue: Spring Blvd - McVay Highway (Lane Co)

PROJECT SUMMARY: Mill and fill a roadway section with a 2" thick Asphalt Concrete

ACTION REQUESTED:

- delete existing MTIP project/phase
- add new MTIP project/phase
- change existing MTIP project/phase

REASON FOR REQUEST:

Add \$20,000 in STP-U Funding (as approved by the MPC on July 14, 2011). Amend project name and project description.

IS THIS REQUEST AN ADMINISTRATIVE AMENDMENT?

(Any amendment that impacts fiscal constraint or air quality conformity must be approved by MPC)

- Yes other-described below in OTHER COMMENTS No (requires MPC adoption)

FISCAL CONSTRAINT

Is this project federally funded? Yes No
Changes in funding sources: Federal: STP-U (TMA)
State: SPECIFY SOURCE:
Local: SPECIFY SOURCE:

AIR QUALITY – CONFORMITY:

Is the project in the AQMA? (see map <http://www.lcog.org/aqc/default.htm>) Yes No
If YES,
Is the project EXEMPT from Air Quality Conformity ? Yes No
If YES, specify exempt category (see Appendix A; e.g. Table 2-Safety-adding medians):
OAR340-252-0270 Table 2 -Safety-Pavement resurfacing and/or rehabilitation.
If NO,
Is this project regionally significant? (see Appendix A): Yes No
Does this amendment trigger a conformity determination? Yes No
Provide rationale for this declaration:

OTHER COMMENTS:

Recent detailed surveys indicated the pavement surface profile 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. This amendment would reflect the resulting change from 3-inch asphalt to 2-inch (minimum) thick fatigued material with new asphalt concrete. In addition, ODOT has requested an amendment to the project name to better describe the extent of the project.

CHECKLIST OF ATTACHMENTS:

- MTIP/STIP Amendment spreadsheet – for all deletion/addition/change actions
- MTIP Project Description Form (Form TIP-2) – for all new projects or significant changes

