

**APPLICATION FOR:**

- **STP-U FUNDS** (Project Development, Preservation, Modernization)

- **TAP FUNDS** (Transportation Alternatives Program)

**FY 2016-2018**

Project Information				
<b>Project Title:</b>	<b>Prairie Rd and E. Enid Rd. Pavement Preservation and Sidewalk Rehabilitation Project</b>			
<b>Agency Applying:</b>	Lane County			
<b>Applying for STP or TAP:</b>	STP			
<b>Fiscal Year(s):</b>	2017			
<b>Staff Contact:</b>	Dan Ingram	<b>Staff Phone:</b>	(541) 682-6996	
<b>Staff Email:</b>	Daniel.Ingram@co.lane.or.us			
<b>Project Type:</b>	<input checked="" type="checkbox"/> Preservation	<input type="checkbox"/> Modernization	<input type="checkbox"/> Project Development	<input type="checkbox"/> Other
<b>Mode:</b>	<input checked="" type="checkbox"/> Roadway	<input type="checkbox"/> Transit	<input checked="" type="checkbox"/> Bike/Ped	<input type="checkbox"/> Other
<b>Project Description:</b>				
This project will provide pavement preservation (through a variety of treatments, primarily with overlays) to East Enid Road and a portion of Prairie Road (between Enid and Irving). A portion of Prairie Road will also include replacement of a deteriorating asphalt concrete walk with a new concrete sidewalk along the west side of the roadway. The sidewalk upgrade will provide needed connectivity between existing sidewalks north of Carol Avenue and at Irving Road to the south.				
<b>Description of Need or Problem</b>				
These roads carry heavy truck traffic, in a predominately industrial area and isolated underserved residential populations, and are showing signs of distress. Timely surface preservation is extremely important as truck traffic has the potential to significantly accelerate deterioration. The 2003 overlay of E. Enid Road is already cracking and showing other signs of distress, likely due to the heavy truck traffic. Regarding the segment of Prairie Road included in the project area, the northern portion received an overlay in 1999 and the southern portion was reconstructed in 2002; these segments are also cracking, which could lead to premature failure. Replacement of the asphalt walkway with a concrete sidewalk will provide a more complete and long-term connection to existing sidewalks, which serve low-income residential neighborhoods.				
<b>Eligibility</b>			<b>YES</b>	<b>NO</b>
<b>RTP</b> 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"/>
<b>Timeliness.</b> Does the agency have the ability to utilize funds in FY requested?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Federal Eligibility.</b> Is project eligible for STP-U or TAP funding under Federal guidelines <sup>1</sup>			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Local Match.</b> Can agency provide minimum required matching funds (10.27% of project total)?			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Sufficient Funding.</b> Has sufficient funding been identified to complete project/phase			<input checked="" type="checkbox"/>	<input type="checkbox"/>
<sup>1</sup> For STP-U, see <a href="http://www.lcog.org/AgendaCenter/ViewFile/Item/1558?fileID=7308">http://www.lcog.org/AgendaCenter/ViewFile/Item/1558?fileID=7308</a>				
For TAP, see <a href="http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm">http://www.fhwa.dot.gov/map21/guidance/guidetap.cfm</a>				

Cost Estimate/Funding Needs		
<b>Total Estimated Project Cost</b>	\$1,687,568	
<b>Funding Available</b>	\$173,313	Source: Lane County Match
	\$	Source:
	\$	Source:
<b>Amount of STP-U/TAP Request</b> (Indicate to the right funding source requested)	\$1,514,255	STP_U
Note: Total non-federal funding must meet minimum match requirement of 10.27% of Total Project Cost.		

**Regional Priorities**

<input checked="" type="checkbox"/>	<b>PRESERVES EXISTING TRANSPORTATION ASSETS</b>			
<b>Goal:</b>	Meet a minimum Pavement Condition Index (PCI) on high volume Arterials, Collectors and Multi-Use Paths.			
<b>Measures:</b>	<b>Roadway</b> <input checked="" type="checkbox"/>	<b>Transit Route</b> <input type="checkbox"/>	<b>Bike Lanes</b> <input checked="" type="checkbox"/>	<b>Multi-Use Path</b> <input type="checkbox"/>
	<b>Functional Class:</b>	Collector/Arterial	<b>Transit Volume:</b>	N/A
	<b>PCI:</b>	72	<b>Freight Volume:</b>	unknown
	<b>Traffic Volume:</b>	4,350/4,400 ADT	<b>Bike/Ped Counts:</b>	unknown

**Qualitative Assessment:**  
 East Enid Road is an urban minor collector that provides an essential east-west connection between Prairie Road and Highway 99W. Prairie Road is an urban minor arterial that provides north-south connectivity in the heart of the industrial corridor of Eugene. Supporting industrial development in this area is a regional priority, as demonstrated by the city’s historical allowance of development in advance of annexation and by the city’s current proposal to expand its urban growth boundary to provide an adequate industrial land supply. Roadway health is a key factor in facilitating industrial development, particularly to accommodate the movement of freight.

**Regional Priorities**

<input checked="" type="checkbox"/>	<b>PRESERVES OR ENHANCES TRANSIT SERVICES</b>			
<b>Goal:</b>	Maintain or increase transit ridership.			
<b>Measures:</b>	<b>Existing ridership:</b>	3	<b>Projected ridership</b>	N/A
	<b>Existing service hrs:</b>	6:05 AM – 6:55 PM	<b>Proj. service hrs:</b>	N/A
	<b>Ex. area of service:</b>	Lane County	<b>Proj. service area:</b>	N/A
	<b>Title VI Issues:</b>	N/A	<b>Title VI Issues:</b>	N/A

**Qualitative Assessment:**  
 Transit service on Prairie Road stops at Irving Road, to the south. (Transit does not run on this portion of Prairie Road or on Enid Road.) This makes the proposed roadway resurfacing (which includes a bike lane) and sidewalk replacement on Prairie Road all the more important to enable cyclists and pedestrians access to the southerly transit route. Although this is an industrial area, this portion of Prairie Road provides access to several residential dwellings. The ridership and service information above relates to the nearest transit Route #95 on Irving Road, between Prairie Road and Hwy 99.

Regional Priorities				
<input checked="" type="checkbox"/>	<b>IMPROVES SAFETY</b>			
<b>Goals:</b>	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.			
<b>Measures:</b>	Roadway <input checked="" type="checkbox"/>	Multi-Use Path <input type="checkbox"/>	Sidewalk <input checked="" type="checkbox"/>	Mixed <input type="checkbox"/>
	<b>Vehicular Crash Data:</b>	1/10	<b>Traffic Volume:</b>	4,350/4,400 ADT
	<b>Bicycle Crash Data:</b>	unknown	<b>Transit Volume:</b>	N/A
	<b>Pedestrian Crash Data:</b>	unknown	<b>Bike/Ped Counts:</b>	unavailable
<b>Qualitative Assessment:</b>				
Within the last five years, there has been one crash on East Enid Road and ten on this segment of Prairie Road. All involved vehicles only and resulted in either property damage or minor injury. Most were driver error with speeding and failure to yield or maintain lane. Roadway conditions affect the overall safety, such as smooth, skid-resistant driving surface and visible lane detection.				
Regional Priorities				
<input checked="" type="checkbox"/>	<b>REDUCES GREENHOUSE GAS EMISSIONS</b>			
<b>Goals:</b>	Reduce greenhouse gas emissions by reducing congestion, increasing operational efficiency, supporting alternative modes, and managing transportation demand.			
<b>Measures:</b>	Congestion Reduction <input type="checkbox"/>	Operational Efficiency <input type="checkbox"/>	Alternative Modes <input checked="" type="checkbox"/>	Trans. Demand Management (TDM) <input type="checkbox"/>
	<b>Qualitative Assessment:</b>			
A smoother bike lane and permanent sidewalk facilitate access to transit facilities to the south and the overall use of alternative modes.				

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Additional Project Benefits	
<b>Connectivity</b>	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?
Yes, resurfacing the roadway, which includes a bike lane, and replacing the sidewalk will provide better pedestrian, bicycle, and roadway connectivity.	
<b>Measures:</b> pavement, markings, sidewalk	
<b>Multiple Modes</b>	How will completed project benefit more than one mode or purpose (i.e., roadway & transit, bicycle & roadway users, or roadway & identified freight route)?
The project will benefit multiple roadway users, including freight to an industrial area and bicycle and pedestrian amenities to otherwise isolated single-family residences and underserved populations.	
<b>Measures:</b> pavement, markings, sidewalk	
<b>Congestion Reduction</b>	Will completed project reduce congestion through provision of additional capacity or critical link or other means?
The project will protect and enhance the existing capacity and critical linkages.	
<b>Measures:</b> pavement, markings, sidewalk	
<b>Freight</b>	Will completed project improve the freight system and freight movement?
Yes, the improved roadway surface will benefit the movement of freight.	
<b>Measures:</b> pavement, markings, sidewalk	
<b>Public Health</b>	Will the completed project provide public health benefits?
Yes, improving the sidewalk and making it accessible will provide safer,	
<b>Measures:</b> pavement, markings, sidewalk	
<b>Economic Development</b>	Will the completed project promote or support economic development?
Yes, improving the roadway health of critical connections supports economic development. This industrial corridor is a regional priority.	
<b>Measures:</b> pavement, markings, sidewalk	
<b>Other</b>	Are there other benefits that the completed project will provide?
This project as a social equity benefit by providing transportation access and options to an isolated residential area surrounded by industrial lands. The sidewalk replacement and resurfaced on-street bike lane will enable access to transit services to the south.	
<b>Measures:</b> pavement, markings, sidewalk	
Other Project Information	
<b>Scope of improvement, i.e., regional, community, neighborhood, local</b>	
This project improves regional access to industrial lands as well as local access to an isolated neighborhood.	
<b>Ratio of STP-U Overhead to Overall Project Cost</b>	
Pavement preservation projects generally have low overhead costs.	
<b>Opportunity Costs, i.e., cost of not doing activity/project</b>	
Without pavement preservation funding, the condition of this vital asset will deteriorate.	
<b>APPLICATION DUE DATE: JULY 24, 2015</b>	
<b>PLEASE SUBMIT APPLICATION ELECTRONICALLY TO PAUL THOMPSON, LCOG <a href="mailto:pthompson@lco.org">pthompson@lco.org</a></b>	

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