

Executive Summary Tables

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

FY 11/15 CIP Summary Table

Table 5: Annual Expenses by CIP Category

ANNUAL TOTALS BY CATEGORY	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
RIGHT OF WAY (see page 22)	\$50,000					\$50,000
GENERAL CONSTRUCTION						
STRUCTURES (see page 23)	\$620,750	\$4,007,700				\$4,628,450
PRESERVATION/REHABILITATION FUNDS (see page 24)	\$5,125,000	\$4,521,000	\$4,612,000	\$3,021,000	\$3,000,000	\$20,279,000
SAFETY IMPROVEMENTS (see page 25)	\$205,000					\$205,000
<i><u>SUBTOTAL COUNTY PROJECTS</u></i>	<i>\$6,000,750</i>	<i>\$8,528,700</i>	<i>\$4,612,000</i>	<i>\$3,021,000</i>	<i>\$3,000,000</i>	<i>\$25,162,450</i>
PAYMENTS AND MATCHES TO OTHER AGENCIES (page 26)	\$1,030,000					1,030,000
FISH PASSAGE PROJECTS (see page 26)	\$950,000					\$950,000
BIKE PED IMPROVEMENTS (see page 27)			\$44,000			\$44,000
<i><u>SUBTOTAL-PAYMENTS & SPECIAL PROJECTS</u></i>	<i>\$1,980,000</i>		<i>\$44,000</i>			<i>\$2,024,000</i>
Annual CIP	\$7,980,750	\$8,528,700	\$4,656,000	\$3,021,000	\$3,000,000	\$27,186,450
Project Specific Revenue / Grants (see page 27)	\$500,000	\$3,504,000				\$4,004,000
Net County CIP Cost	\$7,480,750	\$5,024,700	\$4,656,000	\$3,021,000	\$3,000,000	\$23,182,450

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Table 6: Right of Way

CATEGORY: RIGHT OF WAY ¹	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
Irving Road at NW Expressway and UP Railroad Crossing ²						
Sweet Creek Retaining Wall ³	\$50,000					\$50,000
TOTAL	\$50,000					\$50,000

Table 7: General Construction

CATEGORY: GENERAL CONSTRUCTION	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
None ⁴						
TOTAL						

¹ Right-of-Way costs are approximate and based on an anticipated Right-of-Way impacts that are not defined in the early stages of project development. These costs are subject to change as design concepts are refined.

² The Irving Road Union Pacific Railroad Crossing project is currently in the preliminary engineering stage. All Right-of-Way related works are expected to be complete by the end of the current fiscal year. The previously approved \$10,000 fund in Capital Improvement Program (CIP) for Right-of-Way is not shown in this CIP cycle.

³ Right-of-Way related expenses for the Sweet Creek Retaining Wall project are not eligible for reimbursement. The amount shown is allocated for any Right-of-Way related work that may be needed to complete the project.

⁴ No general construction project in this update cycle

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Table 8: Structures

CATEGORY: STRUCTURES	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
Sweet Creek Retaining Wall ⁵	\$500,000	\$3,905,000				\$4,405,000
Goodpasture Covered Bridge ⁶	\$120,750					\$120,750
Layng Covered Bridge ⁷		\$102,700				\$102,700
TOTAL	\$620,750	\$4,007,700				\$4,628,450

⁵ The Sweet Creek Retaining Wall project is funded through the Oregon Forest Highway Program in the amount of \$3.9 million, excluding Preliminary Engineering (PE) and Construction Engineering (CE) costs. Lane County is performing PE, CE, Environmental and permitting activities which are reimbursable. Intergovernmental Agreement defining reimbursable amount is forthcoming. The amount shown in Fiscal Year (FY) 2011 is the anticipated National Environmental Protection Agency (NEPA) review cost. The FY 2012 expense is the construction cost which includes the Lane County committed local match of \$401,000 (10.27% of construction cost). See the Project Information Sheet for additional footnotes.

⁶ The Goodpasture Covered Bridge is partially funded through the National Historic Covered Bridge Program (NHCBP) at 89.7% of total construction costs. The amount shown is local match for the repair work (\$20,750) and bridge painting work (\$100,000) coming from the Road Fund. A recent discovery of patches of rot in the bottom chords may necessitate a complete bridge replacement, which is beyond the scope of this project. See the Project Information Sheet for additional details.

⁷ The Layng Covered Bridge is in need of rehabilitation for its poor sufficiency ratings. The rehab work is estimated to cost around \$1.0 million. Staff is seeking National Historic Covered Bridge and Highway Bridge Program funds for this project. The amount shown is the estimated (10.27%) local match required for the federal funds. See the Project Information Sheet for additional details

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Table 9: Preservation / Rehabilitation Funds

CATEGORY	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
PRESERVATION/REHABILITATION FUNDS						
Overlays and Pavement Rehabilitation ⁸	\$4,500,000	\$4,500,000	\$4,500,000	\$3,000,000	\$3,000,000	\$19,500,000
30th Ave. Overlay ⁹			\$91,000			\$91,000
Bridge Rehabilitation and Preservation ¹⁰	\$300,000					\$300,000
Covered Bridge Rehabilitation ¹¹	\$325,000					\$325,000
Deadwood Covered Bridge ¹²		\$21,000				\$21,000
Wendling Covered Bridge ¹²			\$21,000			\$21,000
Pengra Covered Bridge ¹²				\$21,000		\$21,000
TOTAL	\$5,125,000	\$4,521,000	\$4,612,000	\$3,021,000	\$3,000,000	\$20,279,000

⁸ These funds are programmed by County staff to respond to current pavement condition information and are needed to meet the priority of preserving and maintaining the existing road system. The Pavement Management Program helps to identify individual roads, appropriate time, and type of treatment needed for the roads. Funding for the last two fiscal years is reduced in conformity with the County's budget documents.

⁹ Lane County has applied for the Surface Transportation Program for the Metro area (STP-U) funds for an estimated \$880,000 Pavement Preservation project for 30th Ave. The amount shown is the local match necessary to secure the fund which is calculated at 10.27% (\$91,000). There is the possibility that the project may need to be re-scoped to include additional works when field data is available. If the scope is changed, additional funding from the Road Fund (Overlays and Pavement Rehabilitation line item) may be needed to supplement STP-U funds. See related Project Information Sheet for additional details.

¹⁰ These funds are programmed by County staff to respond to minor repair and maintenance needs on bridges

¹¹ These funds are programmed by County staff to respond to repair and maintenance needs on covered bridges such as re-roofing, painting, and other minor repairs.

¹² These Covered Bridges are in need of reroofing. Lane County staff has submitted applications to fund these projects under the National Historic Covered Bridge Program (NHCBP). This CIP update included these projects given the history of successful funding applications in the past for similar projects. The NHCBP Funds require a 10.27% local match. Each roofing project is estimated to cost about \$200,000. The target year is chosen at random and is subject to change when a decision is made on the application.

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Table 10: Safety Improvements

CATEGORY; SAFETY IMPROVEMENTS	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
Safety Improvements Fund ¹³	\$50,000					\$50,000
Irving Road at NW Expressway and UP Railroad Crossing (excludes railroad component) ¹⁴	\$130,000					\$130,000
Traffic Signal Improvement Project ¹⁵	\$25,000					\$25,000
TOTAL	\$205,000					\$205,000

¹³ This line item is programmed by County staff to respond to minor safety improvement needs in the County Roads system.

¹⁴ This project is programmed in coordination with Oregon Department of Transportation (ODOT) Rail. ODOT staff has secured federal ODOT Rail "Section 130" funds (ratified amount is approximately \$546,000) to improve the railroad crossing. Lane County agreed to contribute up to \$100,000 in kind or cash towards the railroad crossing improvements in addition to necessary urban roadway improvement on Irving Road. Lane County successfully sought an additional \$237,000 from the Metro area Surface Transportation Program (STP-U) for the urban road improvements, which requires a local match of 10.27%. The total construction cost is estimated to be \$680,000. The amount shown includes \$100,000 towards Railroad crossing work and \$30,000 for the local match. See related Project Information Sheet for additional details.

¹⁵ This project proposes to replace outdated hardware, dysfunctional components of signal controllers located inside the Metro area. Lane County has approval from the Metropolitan Organization (MPO) for use of STP-U fund for the project. The amount shown is the County's match for the funds. See related Project Information Sheet for additional details.

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Table 11: Payments and Matches to Other Agencies

CATEGORY	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
PAYMENTS AND MATCHES TO OTHER AGENCIES						
I-5 Coburg Interchange ¹⁶	\$1,030,000					\$1,030,000
TOTAL	\$1,030,000					\$1,030,000

Table 12: Fish Passage Projects

CATEGORY: FISH PASSAGE PROJECTS	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
Fish Passage Project Fund ¹⁷	\$50,000					\$50,000
Five Rivers Rd, mp 3.9 ¹⁸	\$900,000					\$900,000
TOTAL	\$950,000					\$950,000

¹⁶ This CIP amendment adds back funding allocation in the Payments and Matches to Other Agencies category after making changes in the project scope. The project scope has been changed significantly to limit improvements to the west side of I-5 only. See accompanying Project Information Sheet, Project Notes, for details about the changes in the project scope.

¹⁷ This allocation in the Fish Passage Fund represents a set-aside amount that can be used for future projects and allows Public Works and partner agencies to plan for and/or request funds as projects become imminent.

¹⁸ The amount shown is the total construction cost for replacing five culverts on Five Rivers Rd. Lane County applied for \$600,000 in Highway Trust Funds Aquatic Passage funds in October 2009, but recently learned that the grant is not available at this time. Staff will pursue other funding opportunities (see the Project Information Sheet for additional detail).

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Table 13: Bike and Ped Improvements

CATEGORY	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
BIKE AND PED IMPROVEMENTS						
Hyacinth Street Sidewalk Installation ¹⁹			\$44,000			\$44,000
TOTAL			\$44,000			\$44,000

Table 14: Revenue

CATEGORY	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	5 YR Total
REVENUE						
Sweet Creek Retaining Wall ²⁰	\$500,000	\$3,504,000				\$4,004,000
TOTAL	\$500,000	\$3,504,000				\$4,004,000

¹⁹ The Hyacinth Street Sidewalk Installation project provides one, one-sided 6-foot wide concrete sidewalk along the west side of Hyacinth Street. Staff will apply for the Metro area STP-U funding for this project. The amount shown is the County's local match required for securing the federal funding (see the Project Information Sheet for additional information).

²⁰ Oregon Forest Highway Program (OFHP) has approved a grant amounting \$3,905,000. Lane County is performing all project related works, including project management. PE, CE, and NEPA cost are also reimbursable. The amount shown is estimated NEPA cost during the PE phase in the first year and 89.7% of construction cost (grant). PE, CE costs are reimbursable but not related to bid, therefore not shown. See the Project Information Sheet for additional cost details.

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Table 15: Projects for Development

Project Name	Limit	Category	Estimated Construction Cost	Scope of Work									Prioritization Level	Description
				Alignment	Shoulder	Sidewalks	Bike Lane	Turn Lanes	Curb/Gutter	Storm Drainage	Right-of-way	Others		
Laura Street	Lindale Dr to Q St	General Construction	\$1,025,000			✓	✓	✓	✓	✓			8	Urban improvement within City Limits
Beaver Street Extension	Division Ave to Wilkes Drive	Special Studies	\$350,000	✓	✓	✓	✓	✓	✓	✓	✓	✓	10	Analyze Beaver Street extension in relation to Bellline study and city projects
Game Farm Road	Harlow Road to Mallard Ave	General Construction	\$2,281,000			✓	✓	✓	✓	✓	✓		5	Urban improvement within City Limits to provide bike and pedestrian connectivity to the Hospital
Bolton Hill Road Phase II	Dogwood Ln to UGB	General Construction	\$1,200,000			✓	✓	✓	✓	✓	✓		8	Potential urban growth area in the Veneta area due to a number of new subdivision proposals
High Pass Road	Hwy 99 to Oaklea Dr	General Construction	\$2,500,000			✓	✓	✓	✓	✓	✓		6	A major connector road that connects Junction City Residential area with Hwy 99
Coast Guard Road	Rhododendron Dr Coast Guard Rd	General Construction	\$250,000	✓		✓			✓		✓		7	City of Florence requested project for safety improvement
31st/28th St	City Limits to Yolanda Ave	General Construction	\$400,000			✓	✓	✓	✓		✓		7	A short section of county road that provides connectivity to local schools from the south, including a new development
Guardrail upgrades	Various Locations	Safety	\$1,000,000									✓	6	Install guardrails where warranted in the county road system

Project Location Map

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

PROJECT NOTES AND MAP KEY NUMBERS

(1) Sweet Creek Road: The Sweet Creek Road Retaining Wall project limit is between mp 1.95 to 2.15. The project replaces about 1050 feet of the existing tieback retaining wall. The existing retaining wall will be moved closer to the roadway. A guardrail along the river is also proposed. This project is funded through the Oregon Forest Highway Program.

(2) Five Rivers Road: Around mp 3.9 of Five Rivers Road five existing aged culverts need replacement. The Oregon Department of Fish and Wildlife identified these culvert impede fish passage. This project will address the environmental issue when the culverts are replaced.

(3) Deadwood Loop Road: The Deadwood Covered Bridge on this road is proposed for reroofing. The bridge is load posted for 10 ton limit. The reroofing project will shed some weight that will free up some weight for vehicular traffic. The funding for this project is not secured. Staff anticipates this project fund through a grant from the National Historic Covered Bridge Program.

(4) Irving Road: The project is located at around mp 2.04 of Irving Road. It has roadway improvement and railroad crossing components. The Surface Transportation Program for the Metro area (STP-U) approved funding for urban improvements that will close the gap of unimproved roadway in the vicinity of the existing railroad crossing. The ODOT Rail is upgrading the existing railroad crossing, separately funded through the federal Highway-Railroad Crossing program (Section 130).

(5) Hyacinth Street: Hyacinth Street will be provided with a sidewalk on the west side of the road. The project limit starts from Calla Street and ends at the Irvington Drive. The sidewalk will provide walking connectivity between Irving Road and Irvington Drive and safe walking access for schoolchildren going to Irving Elementary School. The project is recently approved for STP-U funds in Lane County.

(6) Pearl Street / Coburg Industrial Way: Lane County is participating in an ODOT-managed local improvement project encompassing two Lane County roads west of I-5. The project limit starts from the southbound I-5 ramp intersection on Pearl Street to the intersection of Pearl Street and Coburg Industrial Way and up to 700 feet north on Coburg Industrial Way. The July 2010 CIP amendment added this project back to the CIP after deleting references to the overpass structure and associated right of way acquisitions on the east side of I-5.

(7) 30th Ave: This project limit for the 30th Ave Overlay project is mp 0 to 2.0, from I-5 to Spring Boulevard. The project will overlay the road with a 3" thick asphalt concrete. This project is also funded through STP-U.

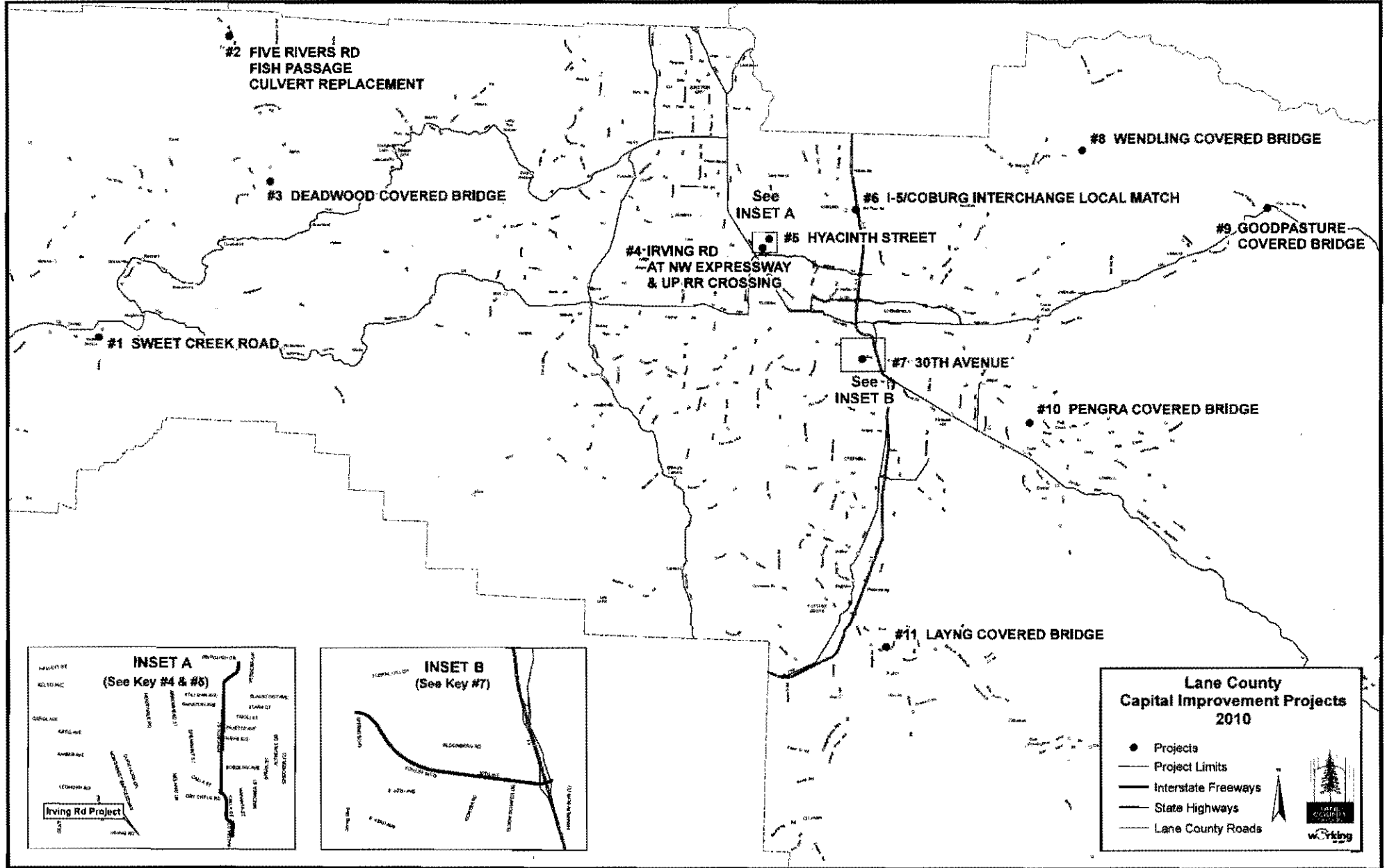
(8) Wendling Road: The Wendling Covered bridge on this road is proposed for reroofing. This is a placeholder project; the project scope and funding source will be updated as it nears construction. Staff anticipates this project fund through a grant from the National Historic Covered Bridge Program.

(9) Goodpasture Road: The Goodpasture Covered bridge on this road is proposed for reroofing and painting. The project scope is likely to be changed to address structural issues recently found in the structural members. This project is shown as a placeholder project in this CIP and the project scope and funding information will be updated when a decision is made by the Board of County Commissioners. Staff anticipates this project fund through a grant from the National Historic Covered Bridge Program.

(10) Pengra Road: The Pengra Covered bridge on this road is proposed for reroofing. This is a placeholder project that will need to be executed in the near future. The project scope and funding information will be updated as it nears construction. Staff anticipates this project fund through a grant from the National Historic Covered Bridge Program

(11) Layng Road: The Layng Covered bridge on this road is load posted to 8 tons. The initial scope of the project is to reroof the bridge and rehabilitate some of the deteriorated structural members. The project scope and funding information will be updated as it nears construction. Staff anticipates this project fund through a grant from the National Historic Covered Bridge Program

(12) Metro Area County Roads: The county controlled traffic signals in the Metro are proposed for upgrade in this CIP. They are mostly located in the River Road / Santa Clara area. Locations for this project are shown separately on page 32.



#2 FIVE RIVERS RD
FISH PASSAGE
CULVERT REPLACEMENT

#3 DEADWOOD COVERED BRIDGE

#1 SWEET CREEK ROAD

See
INSET A

#4-IRVING RD
-AT NW EXPRESSWAY
& UP RR CROSSING

#5 HYACINTH STREET

#6 I-5/COBURG INTERCHANGE LOCAL MATCH

#8 WENDLING COVERED BRIDGE

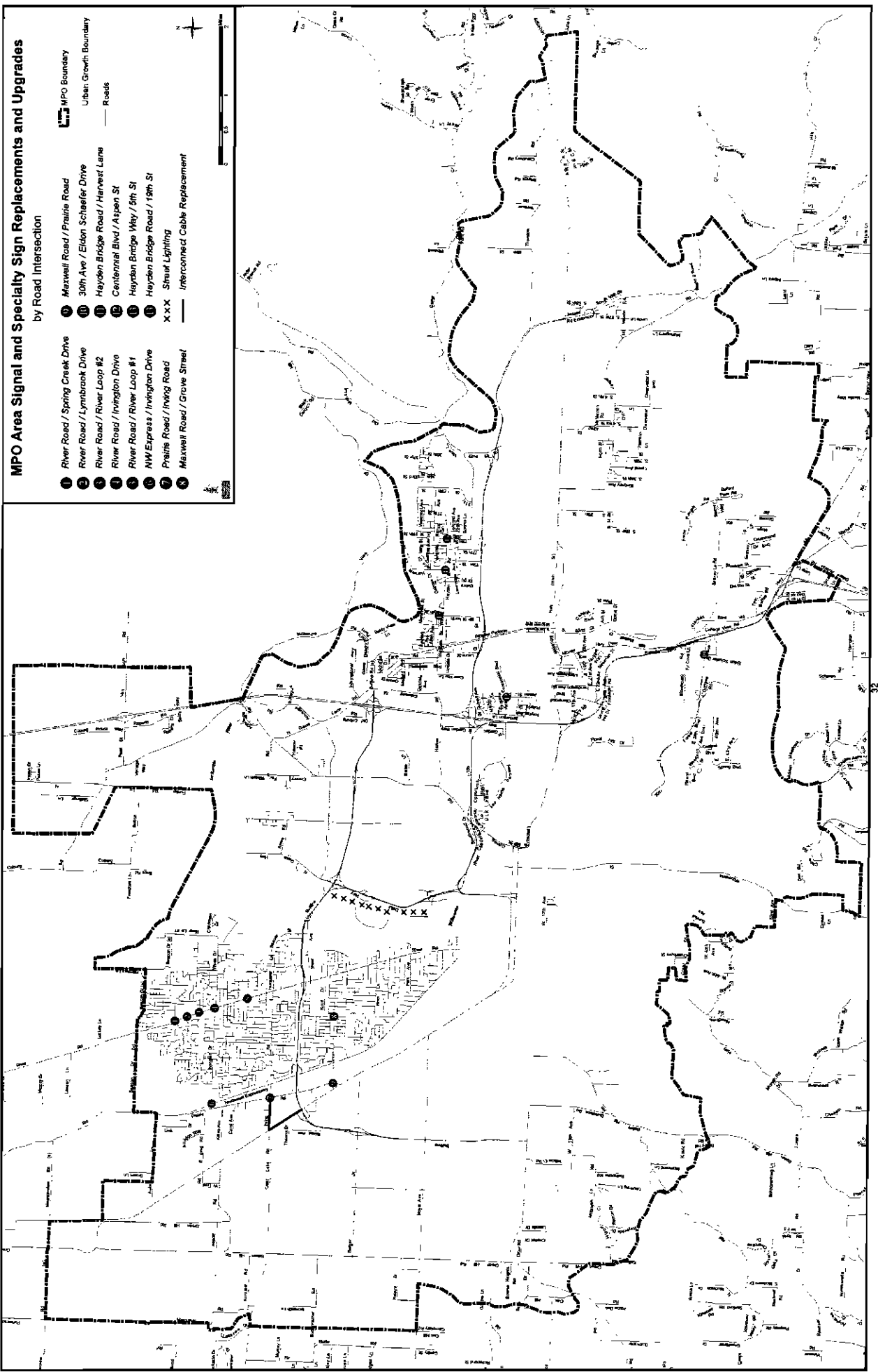
#9 GOODPASTURE
COVERED BRIDGE

See
INSET B

#7 30TH AVENUE

#10 PENGRA COVERED BRIDGE

#11 LAYNG COVERED BRIDGE



MPO Area Signal and Specialty Sign Replacements and Upgrades
by Road Intersection

- ① River Road / Spring Creek Drive
 - ② River Road / Lymbrook Drive
 - ③ River Road / River Loop #2
 - ④ River Road / Irvington Drive
 - ⑤ River Road / River Loop #1
 - ⑥ NW Express / Irvington Drive
 - ⑦ Prairies Road / Irving Road
 - ⑧ Maxwell Road / Grove Street
 - ⑨ Maxwell Road / Prairie Road
 - ⑩ 30th Ave / Elton Schaefer Drive
 - ⑪ Hayden Bridge Road / Harvest Lane
 - ⑫ Centennial Blvd / Aspen St
 - ⑬ Hayden Bridge Way / 5th St
 - ⑭ Hayden Bridge Road / 18th St
 - XXX Street Lighting
 - Interconnected Cable Replacement
- MPO Boundary
 Urban Growth Boundary
 Roads



Project Descriptions

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Sweet Creek Road Retaining Wall Project
MP 1.95 to 2.15
Estimated Road Fund Cost \$451,000

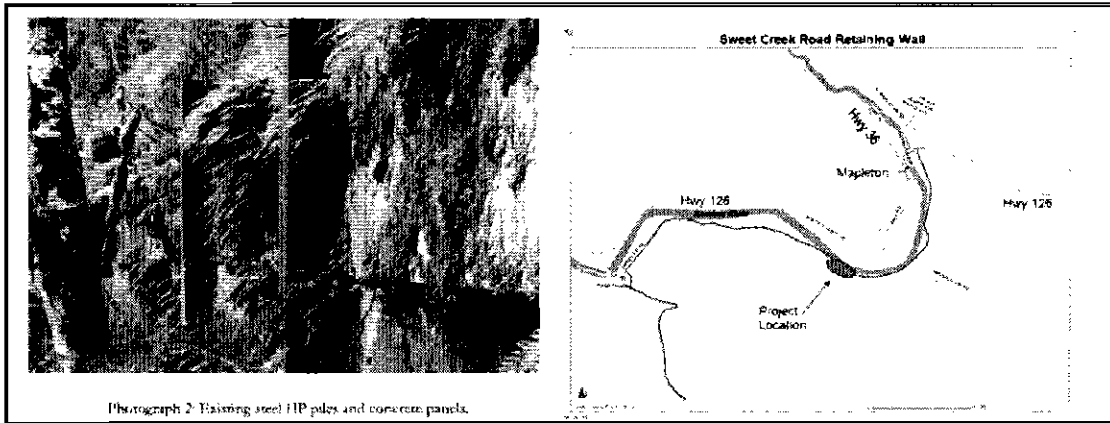


Project Scope: Remove existing retaining wall and construct a tieback-soldier pile retaining wall

Project Limit	MP 1.95 to 2.15	Road Name	Sweet Creek Road
Functional Class	Minor Collector	Project Status	Proposed
Length	1,050 ft	Project Category	Structures

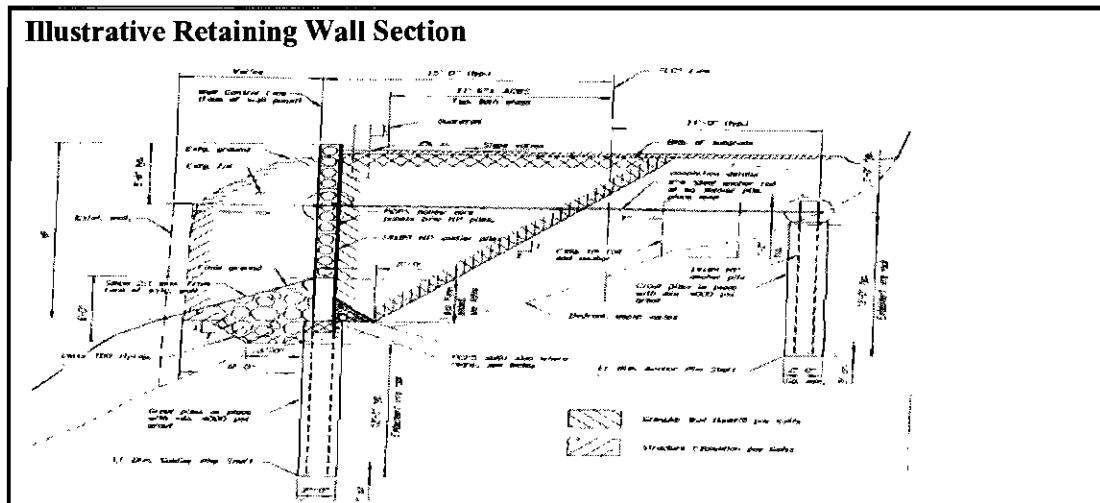
Existing Roadway Condition

ADT	220	Crash Rate	0
Pavement Type	Asphalt Concrete	Sidewalk	<input type="checkbox"/>
PCI	85	Curb	<input type="checkbox"/>
Width	22 feet	Bike Lane	<input type="checkbox"/>

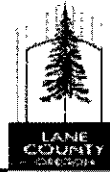


Define the Problem

Pavement settlement, sunken grade, and movement of the road at the top of the existing 40-year old tieback retaining wall is evident suggesting the tie backs with the anchor blocks have failed or became loose. Failure of the structure would lead to failure of the road fill and would effectively cut off the area served by Sweet Creek Road. A catastrophic failure would also release fill into the Siuslaw River.



Sweet Creek Road Retaining Wall Project
MP 1.95 to 2.15
Estimated Road Fund Cost \$451,000



Proposed Solution

Remove the existing retaining wall and construct a new tieback soldier-pile wall and relocate closer to the roadway, about five feet away from the river. Piles will socket into shafts in bedrock providing the required structural stability. An opportunity will exist to improve the riverside habitat by planting trees on the 5-foot strip create by relocating the wall. A guardrail will also be installed on the river side of the road.

Project Cost (\$,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Pre-Engineering	\$200	\$200				
Right-of-way Phase	\$50	\$50				
Construction Engineering	\$600		\$600			
Construction	\$3,905		\$3,905			
NEPA Process	\$500	\$500				
Total Cost	\$5,255	\$750	\$4,505			

Funding Source (\$,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund (match, r-o-w)	\$451	\$451				
OFHP Fund	\$4,505		\$4,505			
WFLHD						
Reimbursable Road Fund	\$299	\$299				
Total Fund	\$5,255	\$750	\$4,505			

Factors for Project Selection

Safety Improvement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Economic Development	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Congestion Improvement	<input type="checkbox"/>	<input type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provides Bike/Ped Alternative	<input type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge Pavements	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Has Public Support (Public Request)	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Total Factor Considered		10

Footnotes*

This project amounting \$3,905,000, has been approved by the Oregon Forest Highway Program (OFHP). Lane County committed a maximum local match of \$401,000 in kind towards construction costs. Lane County is performing all work related to the delivery of this project, including PE, NEPA process, and CE. All incurred costs are reimbursable except right-of-way acquisition, which are subject to negotiation. An IGA will be executed separately in the spring of 2010 addressing reimbursable project expenses.

This project will be bid and administered by Lane County. Construction costs will be reimbursed as incurred by the County. Therefore, the full project cost is shown in the CIP although the majority of funding is grant assistance. Non-road fund expenses are shown as revenue to reflect net road fund expense.

The project execution timeline is shown for two years; the first year showing cost estimate for PE and NEPA process with construction and CE cost in the following year. Road Funds will be used and eligible expenses will be reimbursed as expenses incur. Details of funding, responsibilities are forthcoming in the spring of 2010.

Five Rivers Fish Passage Culvert Project
MPs 1.75, 2.72, 3.13, 3.9, and 5.18
Estimated Road Fund Cost \$900,000

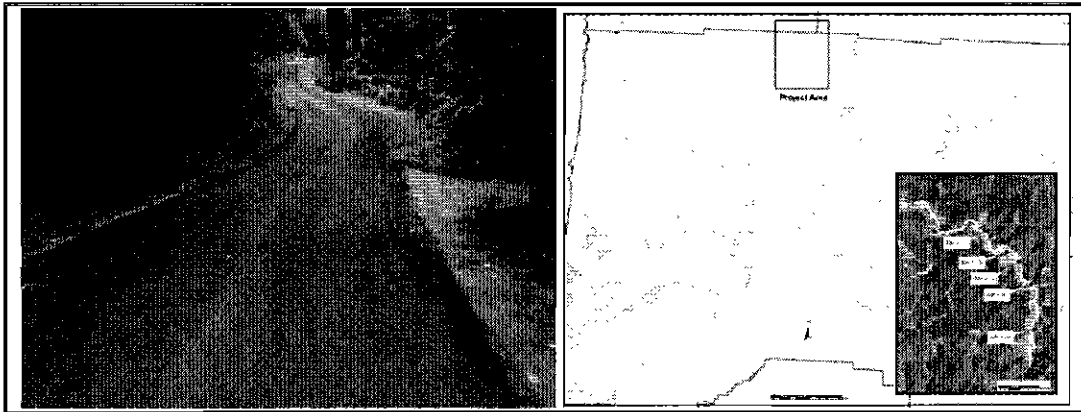


Project Scope: Replace five existing aging culverts with fish passage culverts on Five Rivers Road

Project Limit	MP 1.75 to 5.18	Road Name	Five Rivers Road
Functional Class	Rural Local	Project Status	Proposed
Length	5 locations	Project Category	Structures

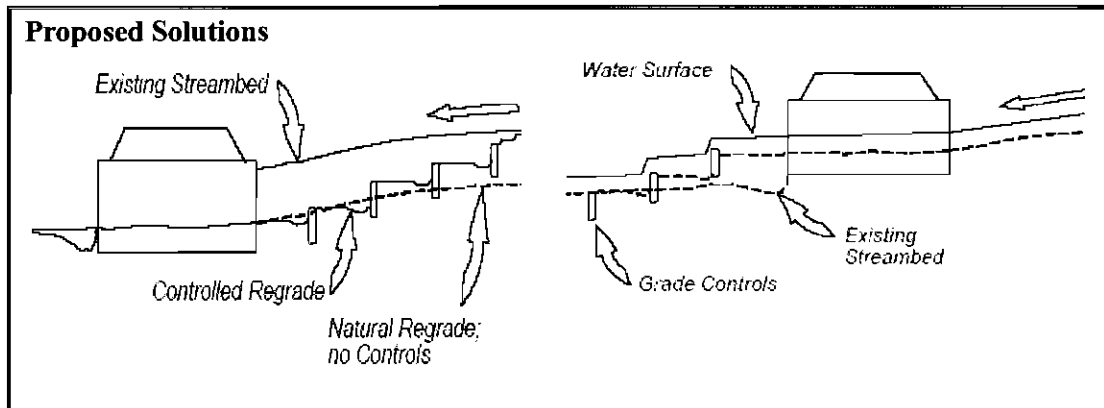
Existing Roadway Condition

ADT	100	Crash Rate	0
Pavement Type	Asphalt Concrete	Sidewalk	<input type="checkbox"/>
PCI	75	Curb	<input type="checkbox"/>
Width	20 feet	Bike Lane	<input type="checkbox"/>



Define the Problem

Five Rivers Road alignment follows the Five Rivers and several rivulets cross the roadway. The Oregon Department of Fish and Wildlife (ODFW) identified five culvert crossings on Five Rivers Road that impede fish passage and need to be upgraded to a fish passable culvert. Although the roadway serves a low traffic volume, ODFW gives high priority to fish passage culvert replacements. From a road maintenance perspective, these culverts are nearing the end of their useful life. Recurring maintenance of aged culverts are more costly.



Five Rivers Fish Passage Culvert Project
MPs 1.75, 2.72, 3.13, 3.9, and 5.18
Estimated Road Fund Cost \$900,000



Proposed Solution

Five culverts are proposed for replacement with efficient, low cost, fish friendly culverts conforming to stormwater Best Management Practices. Since these culverts will need to be replaced soon anyway, it is economical to replace all of the five aged culverts under one contract.

Project Cost (\$,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Preliminary Engineering	\$95	\$95				
Right-of-way	\$25	\$25				
Construction Engineering	\$85	\$85				
Construction (HTAP)		\$0				
Construction (County)	\$900	\$900				
Total Cost	\$1,105	\$1,105				

Funding Source (\$,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund	\$1,105	\$1,105				
HTAP Fund						
ODFW Fund						
US Forest Service						
Total Fund	\$1,105	\$1,105				

Factors for Project Selection

Safety Improvement	<input type="checkbox"/>	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Provides Bike/Ped Alternative	<input type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge Pavements	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input type="checkbox"/>	<input type="checkbox"/>	Has Public Support (Public Request)	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input type="checkbox"/>	<input type="checkbox"/>	Total Factor Considered		3

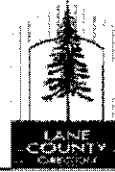
Footnotes*

Five Rivers Road is designated as a federal Forest Highway (Highway 168) and eligible for Highway Trust Funds Aquatic Passage (HTAP) funds. A \$600,000 HTAP funding request was submitted to US Forest Services in October 2009.

US Forest Service recently notified the County that the grant application is not approved at this time. Considering the urgency of maintenance works identified for the five culverts, all of \$900,000 construction costs will need to be funded from the Road Fund. Staff will continue to seek alternative funding sources for this project.

Although a low priority from a road perspective, this project has been identified and prioritized based on roadway maintenance needs. From the road maintenance perspective, these culverts are nearing the end of service life. It is cost effective to bundle all five-culvert replacements as one contract package than replacing one at a time under the maintenance budget; therefore, this project is developed and proposed under the CIP.

Pengra, Wendling, Deadwood Covered Bridge re-roofing Project
MP 0.036, 3.535, 0.307
Estimated Road Fund Cost \$63,000



Project Scope: Rehabilitate Pengra, Wendling, and Deadwood Covered Bridges roofing and other structural members.

Project Limit	Various	Bridge Number	C39004, 39C174, 39C551
Functional Class		Project Status	Proposed
Road Name		Project Category	Structures

Existing Bridge Condition

ADT		Truck Traffic	
Bridge Type	Wooden Bridge	Load Rating	15 t, 10 t, 18 ton
SR	55, 43, 64	Height	14.5', 12', 9'
Width	20', 17', 18'	Span	120', 60', 105'

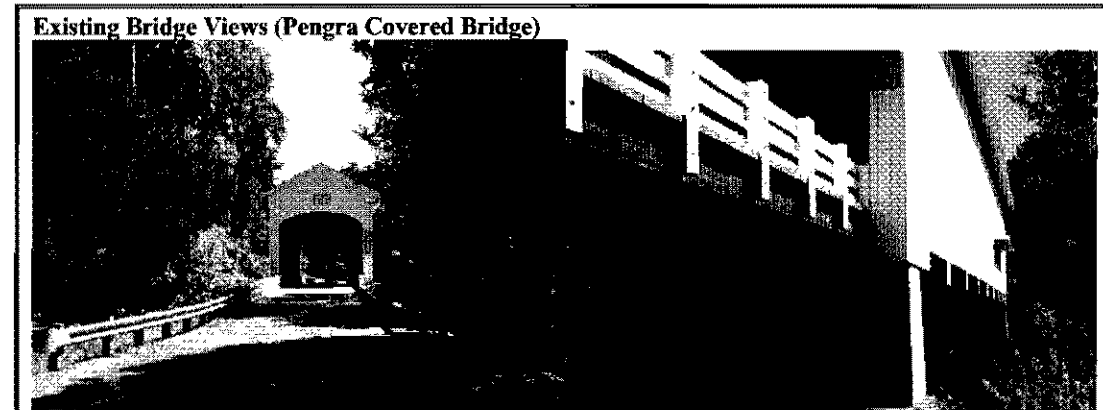
Existing Bridge Views (Deadwood Covered Bridge)



Define the Problem

Deadwood Covered Bridges is posted with 10-ton load limits due to poor structural condition. Roofing materials on these bridges are at the end of service life and are heavy. This project will replace heavy roofing materials to shed some weight and reduce dead load on the structures.

Existing Bridge Views (Pengra Covered Bridge)



Pengra, Wendling, Deadwood Covered Bridge re-roofing Project
MP 0.036, 3.535, 0.307
Estimated Road Fund Cost \$63,000



Proposed Solution

Replace the existing roofing material with lightweight roof, thereby reducing dead load. This strategy will defer costly structural improvements needed in the bridges. Re-roofing bridge work is eligible for National Historic Covered Bridge Program (NHCBP) funding.

Project Cost (\$,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Pre-Engineering	\$30		\$10	\$10	\$10	
Right-of-way						
Construction Engineering	\$30		\$10	\$10	\$10	
Construction -structure	\$603		\$201	\$201	\$201	
Consultancy Service	\$0		\$0	\$0	\$0	
Total Cost	\$663		\$121	\$121	\$121	

Funding Source (\$,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund-local match	\$63		\$21	\$21	\$21	
NHCBP Funding	\$600		\$200	\$200	\$200	
State Aid						
Other						
Total Fund	\$663		\$221	\$221	\$221	

Factors for Project Selection

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 checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Provides Bike/Ped Alternative	<input type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge Pavements	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Has Public Support (Public Request)	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total Factor Considered		7

Footnotes⁺

Project Selection Factors are shown for informational purposes only. Bridge projects are not ranked, are other project types, for funding priority. These projects are prioritized based on maintenance recommendations prepared by the bridge inspectors. These bridges have been recommended for rehabilitation in the recent bridge inspection report.

It is assumed that National Historic Covered Bridge Program (NHCBP) funds will be available for repairing one bridge at a time from FY 2012 through 2014, not in any particular order.

These Covered Bridges are candidates for rehabilitation / replacement owing to its poor structural condition rating and low overall bridge sufficiency rating (SR). Bridges with an SR below 50 are generally replaced with a new structure.

Lane County applied for NHCBP funds to preserve the historic bridge to make minor repairs such as re-roofing. Staff anticipates approval of the funds in future allocation cycle FY 2012 through 2014. Structural issues may be addressed separately by seeking other eligible funding from external funding sources, namely Highway Bridge Program, as opportunities become available.

The Road Fund cost shown is required local match for federal funding, which is calculated at the required match rate, of up to 20%. The project costs shown are tentative and based on similar projects completed in the past. The cost will be updated when scope and funding details become available.

**Irving Road Railroad Crossing Project
MP 2.05
Estimated Road Fund Cost \$130,000**



Project Scope: Improve railroad crossing and provide urban roadway improvements needed for the railroad crossing.

Project Limit	MP 2.04	Project Number	3268-3
Functional Class	Minor Arterial	Project Status	Previously Adopted
Length	0.15 mile of crossing	Project Category	Safety Improvements

Existing Roadway Condition

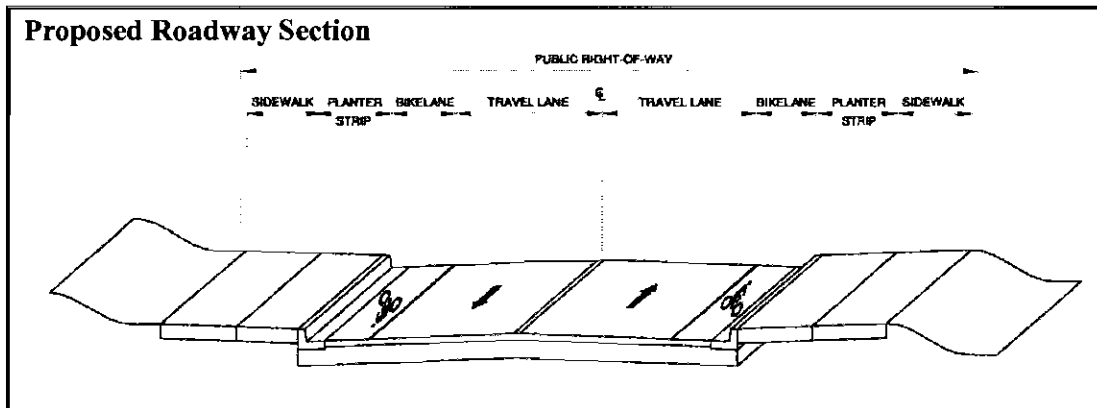
ADT	8,000	Crash Rate	0.34 crash / mil veh
Pavement Type	Asphalt Concrete	Sidewalk	<input type="checkbox"/>
PCI	90	Curb	<input type="checkbox"/>
Width	44 feet	Bike Lane	<input type="checkbox"/>

Location / Vicinity Map



Define the Problem

This railroad crossing has been identified as an unsafe railroad crossing in Lane County due to the substandard crossing equipment and roadway improvements surrounding it. Lane County improved Irving Road to urban road standards. Recognizing the need for a railroad crossing upgrade, the area around the rail crossing was left unimproved. As traffic volume increased on this road, more accidents around this crossing have been observed, including a fatal crash.



**Irving Road Railroad Crossing Project
MP 2.05
Estimated Road Fund Cost \$130,000**



Proposed Solution

The ODOT Rail Division has proposed a railroad crossing upgrade, and has collaborated with the County to provide the necessary roadway improvements needed for the crossing. The proposal is to provide necessary urban roadway improvements to complement the railroad crossing improvements.

Project Cost (in \$,000)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Preliminary Engineering	\$48	\$48				
Right-of-way	0	0				
Construction Engineering	\$48	\$48				
Roadway Construction	\$267	\$267				
Roadway within rail zone	\$100	\$100				
Crossing Improvements	\$450	\$450				
Total Cost	\$913	\$913				

Fund Source (in \$,000)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund- rail related	\$100	\$100				
Road Fund –local match	\$30	\$30				
STP-U	\$237	\$237				
ARRA	0	0				
Federal Aid (Section 130)	\$450	\$450				
ODOT Rail (match for fed)	Unkn	Unkn				
Reimbursable Road Fund (Section 130)	\$96	\$96				
Total Fund	\$913	\$913				

Factors for Project Selection

Safety Improvement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input type="checkbox"/>	<input type="checkbox"/>	Supports Tourism, Recreation	<input type="checkbox"/>	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge Pavements	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provides Bike/Ped Alternative	<input type="checkbox"/>	<input type="checkbox"/>	Has Public Support	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Total Factor Considered	11	
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			
Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>			

Footnotes⁺

⁺ This project is programmed in coordination with ODOT Rail. FHWA-RR recently awarded Section -130 fund monies (approximately \$546,000) to improve the railroad crossing. In an IGA with ODOT Rail, Lane County agreed to contribute up to \$100,000 in kind or cash match towards the railroad crossing improvements. Lane County sought an additional \$237,000 from Surface Transportation Program (STP for Metro Area) to complement the railroad crossing works outside the rail right-of-way. STP-U funds require a local match of 10.27%.

ODOT and Union Pacific Rail (UPRR) are working on an IGA to complete the railroad-crossing work. Civil roadway design work will be finalized as soon as UPRR completes the railway component. UPRR will design, supply material, and install railroad crossing. An ODOT appointed consulting firm will administer the project in coordination with railway work crews.

Hyacinth Street Sidewalk Installation Project
Irvington Drive to Calla Street
Estimated Road Fund Cost \$44,000



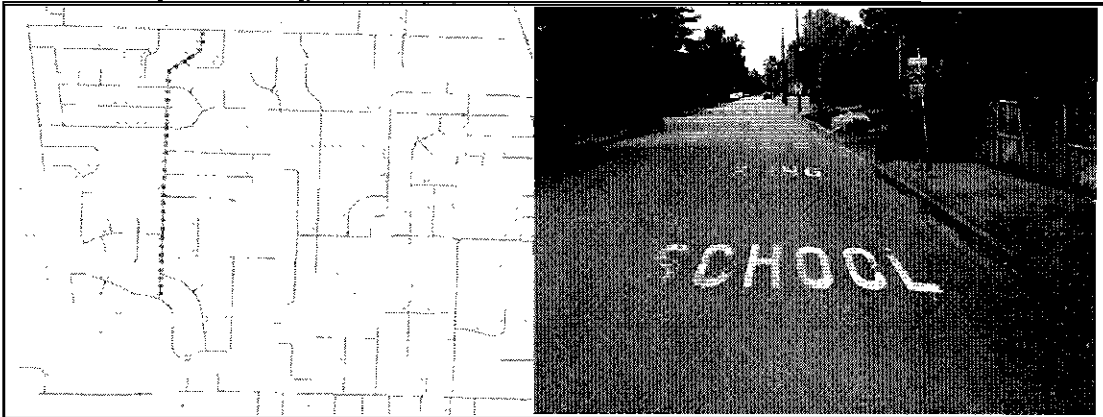
Project Scope: Improve Hyacinth Street to accommodate one sidewalk within the available right-of-way.

Project Limit	MP 0 to 0.664	Project Length	3,190 feet
Functional Class	Collector Road	Project Status	Proposed
Road Name	Hyacinth St	Project Category	Bike and Ped

Existing Road Condition

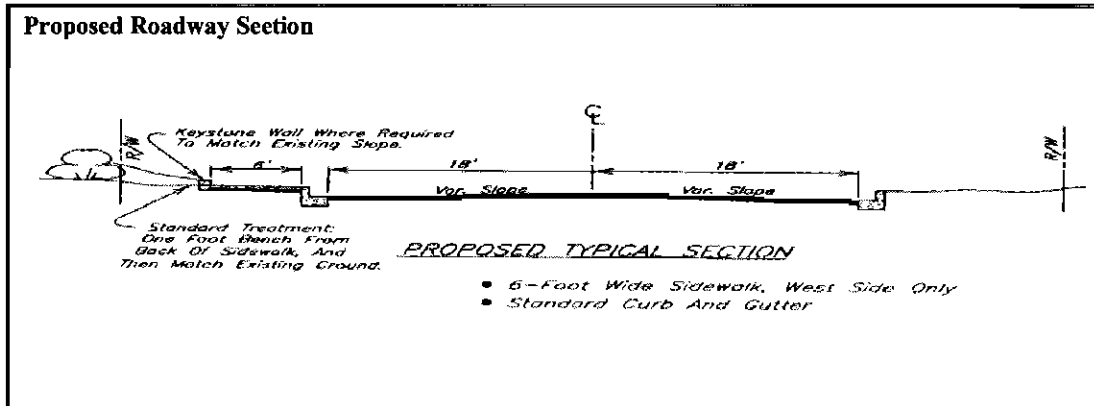
ADT	2,000	Ped Traffic	estimated 50
Pavement	AC	Right-of-way	60 feet
PCI	86	Lanes	unstriped
Width	36 Feet	Parking Lane	street parking b/s

Location Map and Existing Road Condition



Define the Problem

Hyacinth Street is a Minor Collector Road serving Irving Elementary School, neighborhood communities, and providing a convenient connection between Irvington Road and Irving Road. The road has curbs and gutters but no sidewalks to provide connectivity for walking and biking schoolchildren. The roadway is used for parking on both sides, leaving a narrow roadway shared by bike, pedestrian and autos.



**Hyacinth Street Sidewalk Installation Project
Irvington Drive to Calla Street
Estimated Road Fund Cost \$44,000**



Proposed Solution

Provide a 6-foot wide sidewalk on the west side (the school side) adjacent to the existing curb and gutter, matching the existing roadway grade and profile. Accommodate bike lanes within the existing roadway width in a separate restriping project.

Project Cost (\$,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Pre-Engineering	\$68			\$68		
Right-of-way	\$10			\$10		
Construction Engineering	\$41			\$41		
Utility relocation	\$41			\$41		
Construction	\$273			\$273		
Total Cost	\$433			\$433		

Funding Source (\$,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund-local match	\$44			\$44		
STP-U Funding	\$389			\$389		
School Match	\$0			\$0		
Assessment	\$0			\$0		
Total Fund	\$433			\$433		

Factors for Project Selection

Safety Improvement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input 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 Alternative	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Preserves Bridge Pavements	<input type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Has Public Support (Public Request)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total Factor Considered		8

Footnotes*

Sidewalks, either setback or curbside, are required on both sides of arterial and collector roads when existing arterial or collector roads are reconstructed in an urban area. This project proposes to install a one-sided sidewalk as a bike /ped retrofit project, deviating from the road standard. A separate deviation process will need to be initiated.

Irving Elementary School requested this project in 2006. School staff gathered local residents' support for a safety improvement project. Lane County worked with school staff and applied for an ODOT Pedestrian or Bicycle Improvement Grant for a sidewalk installation project. The grant was not made available for this project.

Staff identified this project as a potential CIP project in anticipation of receiving external funds in the future. Accordingly, the project was adopted as a Project for Development in the CIP 10-14 update cycle.

The Road Fund cost shown is the required local match for federal funding, which is calculated at the existing required match rate, of 10.27%.

Sidewalk projects are typically financed through adjacent property assessments. Sidewalk installations for recently completed urban improvement projects such as Harvey Road, Bolton Hill Road, and Game Farm Road have been paid for by assessments on adjacent property owners. It is assumed that the project will not assess adjacent property owners.

I-5 Coburg Interchange Payment to Other Agencies Project
Pearl Street MP 0.403 to 0.635
Estimated Road Fund Cost \$1,030,000

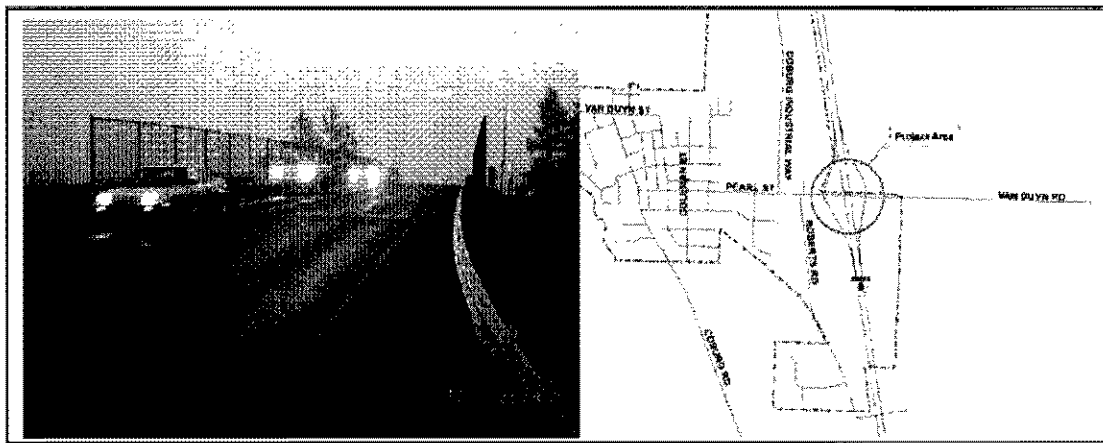


Project Scope: Improve Pearl Street and N. Coburg Industrial Way to urban road standards to accommodate truck traffic and improve roadway safety and operations on the west side of I-5 as part of an ODOT-implemented project.

Project Limit	MP 0.403 -0.635	Road Name	Pearl Street/Coburg Industrial Way
Functional Class	Minor Arterial	Project Status	Adopted
Length	0.232 mile	Project Category	Payment to Other Agency

Existing Roadway Condition

ADT	13,500	Crash Rate	0.20 crash / mil veh
Pavement Type	Asphalt Concrete	Sidewalk	<input type="checkbox"/>
PCI	76	Curb	<input checked="" type="checkbox"/>
Width	45 feet	Bike Lane	<input type="checkbox"/>



Define the Problem

Pearl Street has high truck and industrial traffic volume due to its proximity to a key city industrial area and the I-5 Interchange. The roadway is unimproved near the interchange and congested during peak hours.

Proposed Solution

ODOT is planning a safety and operational improvement project to improve the flow of traffic, address multiple mode traffic needs, and otherwise improve safety and operations through access management in the area. Pearl Street and N Coburg Industrial Way are an integral part of the interchange.

Lane County is participating in the ODOT-implemented local improvement project encompassing two Lane County roads inside the I-5 @Coburg Interchange influence area west of I-5. The local improvement project will procure access rights and right of way, add turn lanes, bike lanes, sidewalks, and storm drainage on the unimproved county roads west of I-5.

**I-5 Coburg Interchange Payment to Other Agencies Project
 Pearl Street MP 0.403 to 0.635
 Estimated Road Fund Cost \$1,030,000**



Project Cost (\$000,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Prelim Engineering	\$ 1.435	\$ 1.435				
Right-of-way (west of I-5)	\$ 3.8	\$ 3.8				
Construction Engineering	\$ 0.4	\$ 0.4				
Construction (west of I-5)	\$ 3.485	\$ 3.485				
Overpass structure Phase 2	0	\$0				
Utility Relocation	\$ 0.065	\$ 0.065				
Reserve and Contingencies	\$ 6.415	\$ 6.415				
Total Cost	\$15.6	\$15.6				

Funding Source (\$000,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund	\$1.03	\$1.03				
Federal Earmark (United Front)	\$9	\$9				
Federal Earmark (ODOT)	\$3.0	\$3.0				
ODOT Mod Fund	\$ 2.6	\$ 2.6				
Total Fund	\$15.6	\$15.6				

Factors for Project Selection

Safety Improvement	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/> <input type="checkbox"/>
Structural Capacity Enhancement	<input type="checkbox"/> <input type="checkbox"/>	Economic Development	<input checked="" type="checkbox"/> <input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input type="checkbox"/> <input type="checkbox"/>
Provides Bike/Ped Alternative	<input type="checkbox"/> <input type="checkbox"/>	Preserves Bridge Pavements	<input type="checkbox"/> <input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Has Public Support (Public Request)	<input type="checkbox"/> <input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/> <input type="checkbox"/>	Total Factor Considered	9

Project Notes

(1) This project is programmed to address safety and operational issues related to truck traffic and industrial traffic congestion on the west side of I-5. The \$1.03 million Road Fund amount shown under Funding Source (and in the CIP table) is a portion of local match required for a \$9.0 million federal earmark towards the local improvement project.

(2) The \$1.03 million road fund allocation has been continued in this update cycle, which is expected to be expended in FY 2011. Originally, the road fund allocation was \$2.5 million. This amount was reduced to the current level as part of CIP 08-12 adoption.

(3) This project includes right-of-way acquisition and access right purchases required for the local improvements and access management purposes on the west side of I-5. The project cost also includes right-of-way purchases for the Roberts Road realignment with Coburg Industrial Way North.

(4) Previously planned Phase 2 (east side improvements and bridge replacement) and associated cost of right-of-way acquisitions are eliminated as part of a July 2010 CIP 11-15 amendment.

(5) The ODOT project team anticipates the project will be bid for construction in May 2011.

30th Ave Overlay Project
I-5 to Spring Blvd
Estimated Road Fund Cost \$91,000

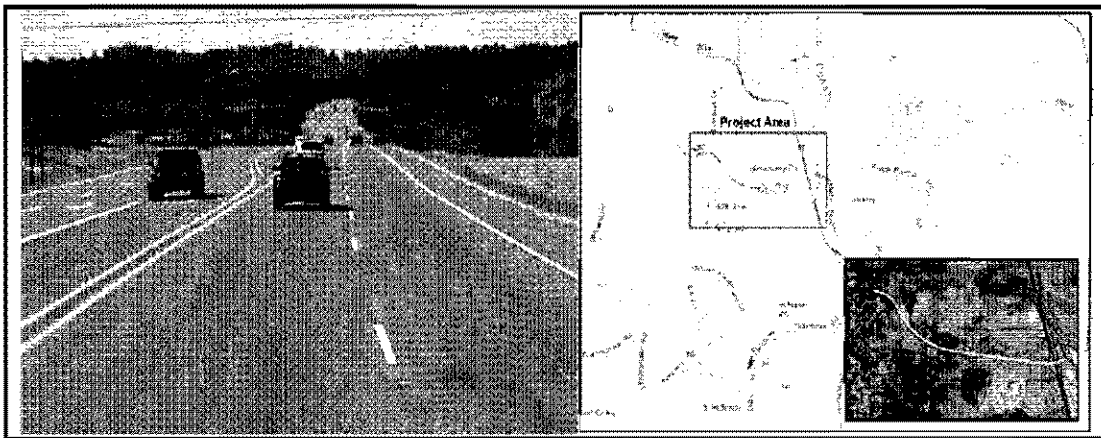


Project Scope: Overlay roadway section with a 3" thick Asphalt Concrete

Project Limit	MP 0 to 2.01	Road Name	30 th Ave
Functional Class	Minor Arterial	Project Status	Proposed
Length	2.01 mile	Project Category	Pavement Preservation

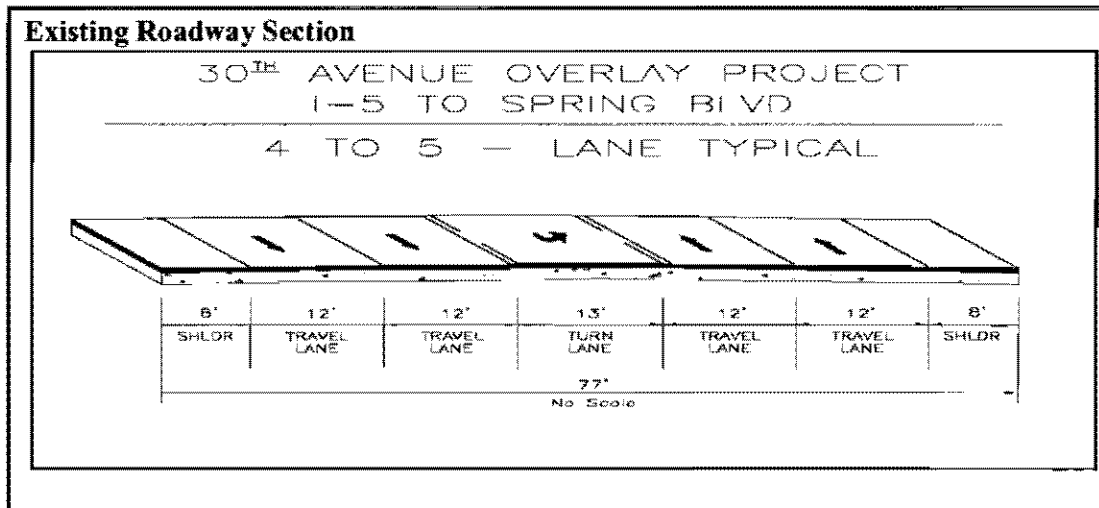
Existing Roadway Condition

ADT	20,000	Crash Rate	0.1 crash/ mil veh
Pavement Type	Asphalt Concrete	Sidewalk	<input type="checkbox"/>
PCI	53	Curb	<input type="checkbox"/>
Width	78 feet	Bike Lane/Shoulder	<input checked="" type="checkbox"/>

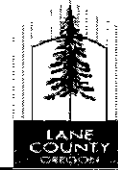


Define the Problem

An annual pavement inspection identified signs of pavement distress. The latest PCI reading has dropped below 60, indicating that a preservation project is due soon. If not addressed soon, the rating may slip below 40 at which point the roadway will have to be reconstructed. To avoid such a costly treatment, an overlay project should be programmed in the near future.



**30th Ave Overlay Project
I-5 to Spring Blvd
Estimated Road Fund Cost \$91,000**



Proposed Solution

Considering the high traffic volume the roadway serves, an overlay of 3” Asphalt Concrete is proposed. The AC thickness will be reviewed when a site survey and design is available. An adequately designed AC overlay project typically adds 10 years of pavement life. Proposed preservation work would also add durable thermoplastic striping, which enhances roadway safety. Staff is seeking an external funding source for this project.

Project Cost (\$,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Preliminary Engineering	\$94			\$94		
Right-of-way Phase				0		
Construction Engineering	\$71			\$71		
Construction	\$715			\$715		
Utility relocation				0		
Others						
Total Cost	\$880			\$880		

Funding Source (\$,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund	\$90			\$90		
Federal Earmark						
STP-U	\$790			\$790		
Unsecured Funds						
Other						
Total Fund	\$880			\$880		

Factors for Project Selection

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 checked="" 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 Alternative	<input type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge / Pavements	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Has Public Support (Public Request)	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total Factor Considered	NA	

Footnotes[†]

Project Selection factors are shown for informational purposes only. Pavement Preservation projects are typically not ranked with other type of CIP projects. The Pavement Management Program prioritizes candidate roadway list, type of treatment, and time when the treatment should be provided.

The Board of County Commissioners approved this project for the federal Surface Transportation Program for the Metro area (STP-U) application for FY 2011-13 at their February 16, 2010 regular board meeting. This CIP assumes that the project will be funded in the ODOT Statewide Transportation Improvement Program FY 2011-13 cycle. The road fund amount shown is the local match needed for STP-U fund. There is the possibility that the project may need to be re-scoped to include additional works when actual field survey is available. If the scope is changed, additional funding from the Road Fund may be needed to supplement STP-U funds.

This project is not scoped to address bike and pedestrian connectivity needs. No sidewalk improvements or bike lane addition are proposed.

Goodpasture Covered Bridge Rehabilitation Project
MP 0.035
Estimated Road Fund Cost \$120,750



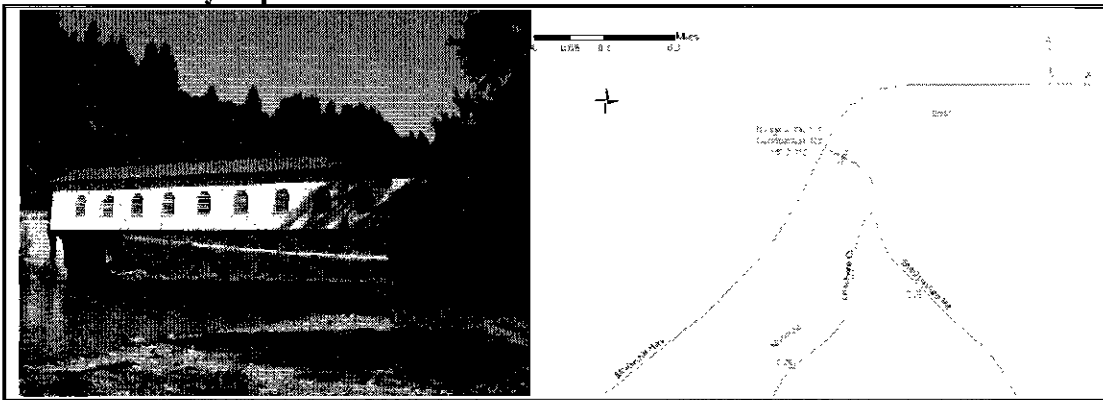
Project Scope: Replace roof, replace decaying structural members, and paint Goodpasture Covered Bridge.

Project Limit	MP 0.013 to 0.058	Road Name:	Goodpasture Road
Functional Class	Minor Collector	Project Status	Previously Adopted
Length	0.045 mile	Project Category	Structures

Existing Bridge Condition

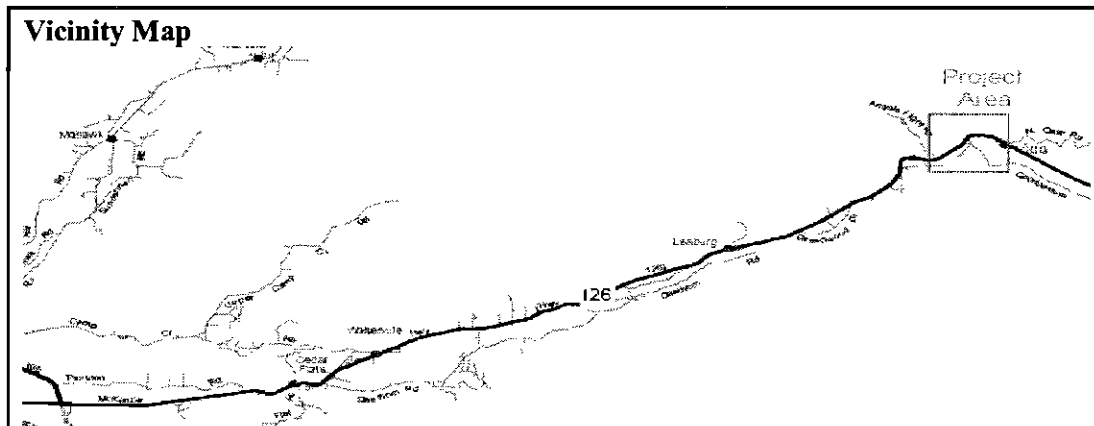
ADT	1,000	Truck Traffic	100
Bridge Type	Covered Bridge	Load Rating	15 ton
SR	20	Height	15.25 feet
Width	19 feet	Span	240 feet

Location / Vicinity Map



Define the Problem

The bridge is a 71-year old timber structure having a 240-foot long span. The long span together with decaying bridge members, heavy roof dead load have resulted in a poor bridge rating. Previous repairs using steel tie rods and glulams have added significant weight to the bridge. As a result, the bridge is progressively sagging at the mid span. The current bridge sufficiency rating is 20. The bridge was recently load rated at 15 tons due to previously undiscovered pockets of rot and cracking in the bottom chord. A complete bridge replacement is warranted.



Goodpasture Covered Bridge Rehabilitation Project
MP 0.035
Estimated Road Fund Cost \$120,750



Proposed Solution

Replacing decaying structural members and substitute heavy roofing material with light roof material. A recent inspection indicates that the bridge may need additional improvements other than the previously identified mitigation measures.

Project Cost (\$,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Pre-Engineering	\$45	\$45				
Right-of-way Phase 1						
Construction Engineering	\$108	\$108				
Construction -structure	\$475	\$475				
Construction-Roof	\$202	\$202				
Consultancy	\$75	\$75				
Others-Bridge paints	\$100	\$100				
Total Cost	\$1005	\$1005				

Funding Source (\$,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund –NHCBP	\$21	\$21				
Road Fund-HBP	\$75	\$75				
Road Fund- Paints	\$100	\$100				
NHCBP Fund-New Roof	\$181	\$181				
HBP Fund-structural imp	\$628	\$628				
Other						
Total Fund	\$1,005	\$1,005				

Factors for Project Selection

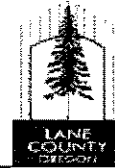
Safety Improvement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input type="checkbox"/>	<input type="checkbox"/>	Economic Development	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input type="checkbox"/>	<input type="checkbox"/>
Provides Bike/Ped Alternative	<input type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge Pavements	<input type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Has Public Support (Public Request)	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total Factor Considered	9	

Footnotes[†]

The Goodpasture Covered Bridge project has been funded through the National Historic Covered Bridge Program (NHCBP) and approved in CIP10-14. Staff has since applied for additional Highway Bridge Program (HBP) funds to address structural deficiency in the bridge. The costs and fund source shown above are based on the HBP funding application. The recent discovery that the bottom chords are rotten beyond repair may require the project be re-scoped, potentially for total replacement. If the bridge replacement option is adopted, this project is likely to be cancelled.

The Road Fund cost shown includes the required match to qualify for federal dollars, calculated at 10.27%. In addition to the new roofing and structural rehabilitation, the bridge has been proposed for painting. The paintwork is not covered by either funding sources; an additional \$100,000 has been allocated for this purpose.

Layng Covered Bridge Rehabilitation Project
MP 0.218
Estimated Road Fund Cost \$102,700



Project Scope: Rehabilitate the covered bridge by replacing failed members and replace roof.

Project Limit	MP 0.202 to 0.235	Bridge Number	39C241
Functional Class	Local	Project Status	Proposed
Road Name	Layng Road	Project Category	Structures

Existing Bridge Condition

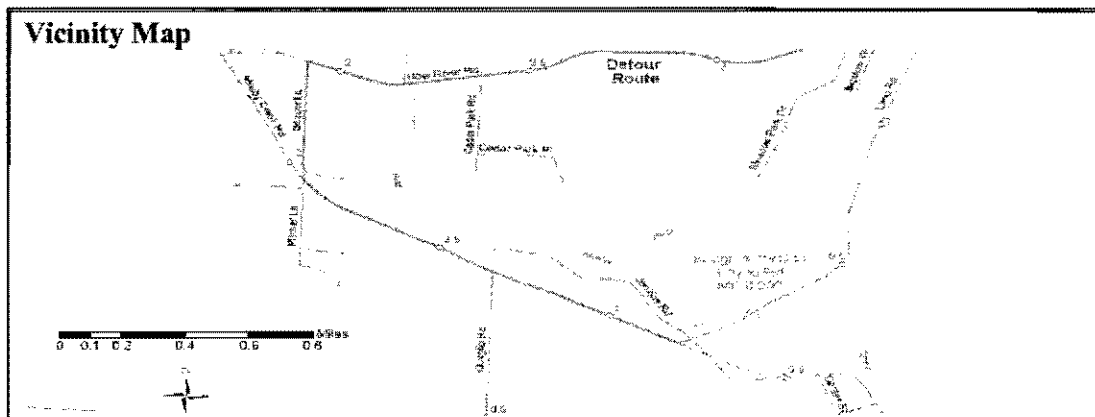
ADT	260	Truck Traffic	10
Bridge Type	Wooden Bridge	Load Rating	14 ton (9 T operating)
SR	25.9	Height	12'4"
Width	15.1 feet	Span /Length	135 feet

Existing Bridge Views



Define the Problem

This bridge is in a deteriorated condition due to traffic, weathering, vandalism, and pests. Key bridge members such as, truss members, stringers, floor beams are in a state of decay that is affecting its load carrying capacity. Currently, the bridge is posted for a load restriction (Posted Load 8 ton).



Layng Covered Bridge Rehabilitation Project
MP 0.218
Estimated Road Fund Cost \$102,700



Proposed Solution

Replace the existing 89-year old bridge with a new bridge. However, considering the historic importance of the covered bridge, it may merit restoration by replacing only the members that have decayed or damaged. It may also need post-tensioning to remedy any sagging effects. The bridge will be dismantled during restoration, and rebuilt completely with sound structural members. The bridge roof will also be removed and replaced with lightweight roof.

Project Cost (\$,000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Pre-Engineering	\$85		\$85			
Right-of-way Phase 1						
Construction Engineering	\$75		\$75			
Construction -structure	\$725		\$725			
Consultancy Service	\$115		\$115			
Total Cost	\$1,000		\$1,000			

Funding Source (\$,000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund-HBP match	\$103		\$103			
HBP Fund-structural imp	\$897		\$897			
State Aid						
Other						
Total Fund	\$1,000		\$1,000			

Factors for Project Selection

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 checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Provides Bike/Ped Alternative	<input type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge Pavements	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Has Public Support (Public Request)	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total Factor Considered		9

Foot Notes[†]

Project Selection factors are shown as informational purposes only. Bridge projects are not ranked, as are other project types for funding priority. These projects are prioritized based on maintenance recommendations prepared by bridge inspectors. This bridge has been recommended for rehabilitation in the recent bridge inspection report.

The Layng Covered Bridge is a candidate for rehabilitation / replacement owing to its poor structural condition rating and low overall bridge sufficiency rating (SR). Bridges with an SR below 50 are generally replaced with a new structure.

Lane County applied for Highway Bridge Program (HBP) funds to address structural deficiency of the bridge. Staff anticipates approval of the funds in next allocation cycle FY 2012 or later.

The Road Fund cost shown includes the required match for federal funding, which is calculated at the required match rate at 10.27%.

**Upgrade Traffic Signals and Accessories in the Metro Area
Various Intersections
Estimated Road Fund Cost: \$22,500**



Project Scope: Upgrade Traffic Signals and accessories in the Metro area

Project Limit	LC MPO Area	Project Number	3268-3
Functional Class	Major Collector	Project Status	Proposed
Length	NA	Project Category	Safety Improvements

Existing Roadway Condition

ADT	NA	Crash Rate	NA
Pavement Type	Asphalt Concrete	Sidewalk	<input checked="" type="checkbox"/>
PCI	NA	Curb	<input checked="" type="checkbox"/>
Width	NA	Bike Lane	<input checked="" type="checkbox"/>

Location / Vicinity Map

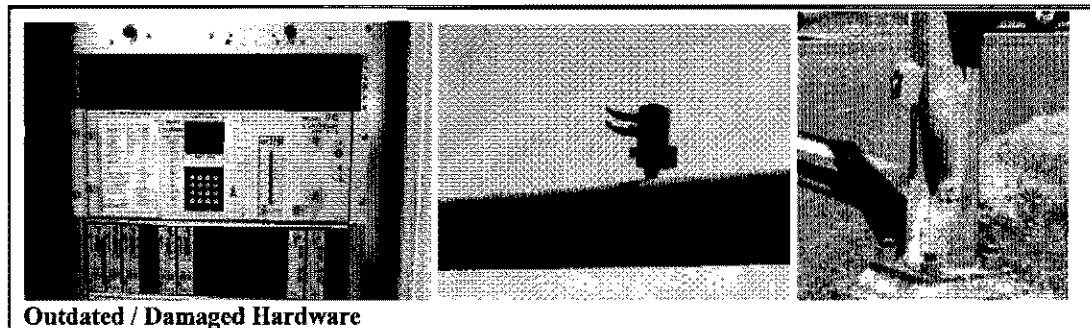


Define the Problem

Lane County currently operates 24 traffic signals inside the metro area, mostly in the River /Road Santa Clara area. These signals were installed at different times; some signals were installed 20 years ago, which have outdated road name signs, hardware, and accessories. Lane County has not been able to update the traffic control devices with newer standards due to a lack of funds.

Proposed Solution

The proposal includes replacing outdated hardware and non-functional components with industry standard units. The improvement needs vary intersection to intersection. Some intersections will merely require replacing road signs while others require hardware



**Upgrade Traffic Signals and Accessories in the Metro Area
Various Intersections
Estimated Road Fund Cost: \$22,500**



updates. With the proposed new interface software and repair of existing cable interconnections, the project will enable coordination of most of city and county signals in the River Road area.

Project Cost (\$000s)

PROJECT ELEMENT	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Pre-Engineering	\$32	\$32				
Right-of-way	0	0				
Construction Engineering	\$10	\$10				
Construction	\$20.5	\$20.5				
Software	\$25	\$25				
Hardware	\$131	\$131				
Total Cost	\$218.5	\$218.5				

Funding Source (\$000s)

FUND SOURCE	TOTAL	FY 11	FY 12	FY 13	FY 14	FY 15
Road Fund	\$22.5	\$22.5				
STP-U	\$196	\$196				
ARRA	0	0				
State Aid	0	0				
Federal Aid	0	0				
Other		0				
Total Fund	\$218.5	\$218.5				

Factors for Project Selection

Safety Improvement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Structural Capacity Enhancement	<input type="checkbox"/>	<input type="checkbox"/>	Economic Development	<input type="checkbox"/>	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input type="checkbox"/>	<input type="checkbox"/>
Provides Bike/Ped Alternatives	<input type="checkbox"/>	<input type="checkbox"/>	Preserves Bridge Pavements	<input type="checkbox"/>	<input type="checkbox"/>
Degree of Users Benefits	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Has Public Support	<input type="checkbox"/>	<input type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Total Factor Considered		9

Footnotes[†]

[†] This project is programmed in the Surface Transportation Program for the Metro Area (STP-U) for federal Fiscal Year 2010 in response to the Lane County request for a \$219,000 grant for signal improvement works. The Road Fund amount shown above is the required local match of 10.27% for STP-U funds.

The project area extends to 15 intersections controlled by Lane County within the Metro boundary. The scope includes upgrading outdated or damaged hardware at the 15 identified intersections.

Appendix A

Past CIP Project Status

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Table 16: Project History and Status

Project	CIP FY	Const Start FY	CIP Amount	Contract Authorized Amount	Completed FY	Status	Final Cost (Year To Date)			Remarks
							Road Fund	Other Source †††††††	Total	
Structures										
Brice Creek mp 3.31	2009	NA	\$183,936	NA	NA	Deleted	NA	NA	NA	
Clear Lake Road	2005	2005	\$400,000		2006		\$744,266		\$744,266	100% complete
Coyate Covered Bridge	2006	2006	\$200,000	\$316,209	2007	complete	\$305,240		\$305,240	
Dorena Covered Bridge	2006		\$100,000				\$115,791		\$115,791	
Fir Butte Road, mp 0.68 (HBRR)	2006	NA	NA	NA	NA	deleted				
London Road, mp 11.25 (OTIA III)	2007	2007	\$225,000	\$1,939,549	2009	complete		\$1,977,451	\$1,977,451	
London Road, mp 13.01(OTIA III)			\$1,500,000							
London Road, mp 8.73 (OTIA III)			\$252,000							
Lowell Covered Bridge	2005	2006	\$2,200,000		2006	complete	\$493,368	\$1,700,000	\$2,193,368	FHEP,STP funds
Maxwell Road, mp 1.29 (repair)	2006	NA	\$50,000							Bid cancelled
Parvin Covered Bridge	2008		\$83,290			k				Went to bid
Row River Bridge, mp 16.64 (OTIA III)	2005	2006	\$799,000	\$1,430,832	2008	completed		\$1,745,853	\$1,745,853	
Sharps Creek Road, mp 6.48 (OTIA III)	2005	2006	\$606,000	\$931,086	2008	completed		\$672,732	\$672,732	
Sharps Creek Road, mp 8.72 (HBRR)	2007	NA			2008	cancelled			\$0	
General Construction										
42nd Street, Phase 2				\$1,581,064			\$1,546,460		\$1,546,460	
Bernhardt Height Road	2004	2006	\$385,000	\$708,785	2008	completed	\$829,863		\$829,863	
Bob Straub Parkway, Environmental mitigation	2007	2006	\$385,000	NA	NA	delete				Project moved to WMD
Bob Straub Parkway, S 57th to Jasper Rd	2006	2007	\$5,700,000	\$5,810,045	2008	Complete	\$5,667,017		\$5,667,017	100% complete
Bolton Hill Road, Territorial to Dogwood Ln	2006	2008	\$1,750,000	\$1,650,565	2009	complete	\$1,387,729	\$235,736	\$1,623,465	100% complete
Briggs Hill Road, mp 2.5 to mp 4.01	2005	NA	NA	NA	NA	deleted	NA	NA	NA	Reduced scope to AC

***** Actual construction start year
 ††††††† Includes grants, match from agencies

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Project	CIP FY	Const Start FY	CIP Amount	Contract Authorized Amount	Completed FY	Status	Final Cost (Year To Date)			Remarks
							Road Fund	Other Source	Total	
										overlay
Cedar Flat Road, Hwy 126 to East Cedar Flat Rd	2005	2005	\$500,000	\$697,104		complete	\$656,834		\$656,834	
Game Farm Road, Springfield to Coburg Rd	2004	2005	\$2,750,000	\$2,214,255	2005	complete	\$2,242,902		\$2,242,902	
Hall Road, mp 4.56 to mp 5.88										Project scope downgraded to overlay project
Harvey Road, Scott Ave. UGB	2008	2008	\$2,500,000	\$ 2,246,370		Complete	\$1,210,200	\$850,000	\$2,060,200	Includes utility project
Jasper-Lowell Road reconstruction mp 10.545-11.00	2004	2005	\$470,000	\$609,020	2006	complete	\$599,407		\$599,407	
Lowell Assisted Housing	2008		\$325,000							Paid to city
Marcola Road	2005	2007	\$3,200,000	\$1,135,603	2008	complete	\$1,121,481		\$1,121,481	re-scoped to overlay project only
Martin Luther king Jr Blvd	2004	2005	\$4,740,000	\$7,648,271	2007	complete	\$7,352,877		\$7,352,842	
Mill Road Realignment at Hwy 58	2005						\$208,877		\$208,877	Paid in full as CaPP
Safety Improvement										
Brice Creek Road, mp 6.7	2005	2006	\$200,000	\$233,986	2007	complete	\$214,304		\$214,304	
Hwy 126 at Deerhorn Road	2006		\$50,000			complete	\$13,007		\$13,007	Payment to State
School Zone speed Limit Flashers	2006									Bid Cancelled
Shoestring Road Slide repair		2005					\$328,417		\$328,417	
Preservation / Rehabilitation										
Delta Hwy Overlay	2006	2006	\$1,556,000		2007	completed	\$1,148,734		\$1,148,734	LGIP deposit to ODOT
Harlow Road/ Haden Bridge Road	2008		\$337,000			On track				constn in FY 2010
Harlow / Hayden Bridge Road	2010	2010	\$337,000	\$913,227		Bid	\$83,094			Remaining cost to come from STP-U and ARRA
Fish Passage Projects										
Nelson Mountain Road (Knapp Creek) mp 5.8-5.9	2007		\$50,000			Delete				Replaces Nelson Mountain Knapp Creek project
Siuslaw Road (Holland Ck), mp 29.1	2008	2009	\$50,000	County Force	2009	complete	\$60,453	\$209,300	\$269,753	
Thompson Creek Fish Culvert	2008	2009	\$275,000	County Force	2009	complete	\$85,660	\$141,400	\$227,060	

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

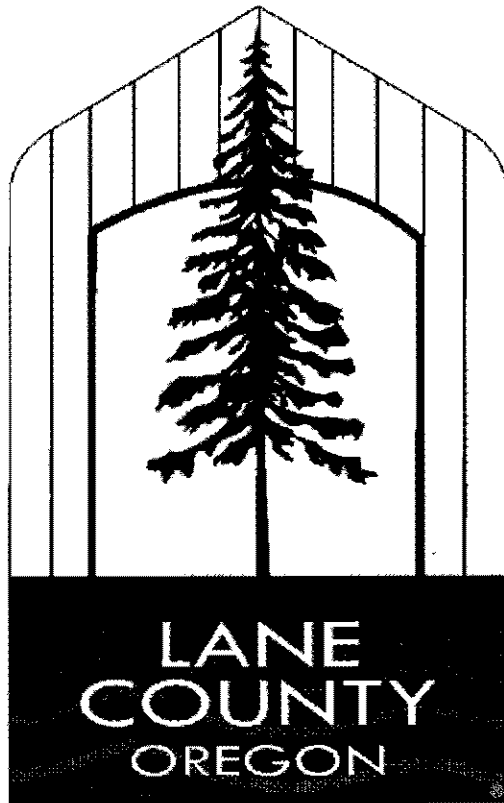
Project	CIP FY	Const Start FY	CIP Amount	Contract Authorized Amount	Completed FY	Status	Final Cost (Year To Date)			Remarks
							Road Fund	Other Source	Total	
Road for Assisted Housing										
Heather Glen	2007	2007	\$150,000	\$231,933	2008	complete	\$222,931		\$222,931	
Prairie View Affordable housing	2007		\$213,700	\$291,303	2008	complete	\$284,685		\$284,685	
Turtle Creek Housing Project				\$326,832	2006		\$302,320		\$302,320	
Westtown at 8th	2006	2008	\$275,000		2008	complete	\$273,614		\$273,614	Paid in full
Payment to Other Government Agencies										
42nd Street Signal at Eug/Sprfld Hwy westbound on-ramp		2005	\$200,000		2005	complete	\$200,000			researching
County City Road Partnership Payment						complete				Paid in full
OTIA III Pass-through Payments to Cities										researching
Springfield/ Creswell Hwy Bike/ Pedestrian Facility at I-5	2005					deleted				Dropped
Wayne Morse Federal Courthouse	2005	2005	\$1,600,000		2008	complete	\$1566,399		\$1,566,399	Paid in full
Pedestrian and Bicycle improvements										
Latham Road, Hwy 99 to London Road	2005					deleted				
Ridgeway Road, Hwy 58 to mp 1	2005					deleted				
South Jetty Road, Hwy 101 to BLM Road	2005					deleted				
Warten Road, Territorial Hwy to knight Rd	2005					deleted				
Wending Road, Marcola to Paschelke Road	2005					deleted				

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

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LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM



Lane County Public Works Department
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Eugene OR 97408-1696