

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

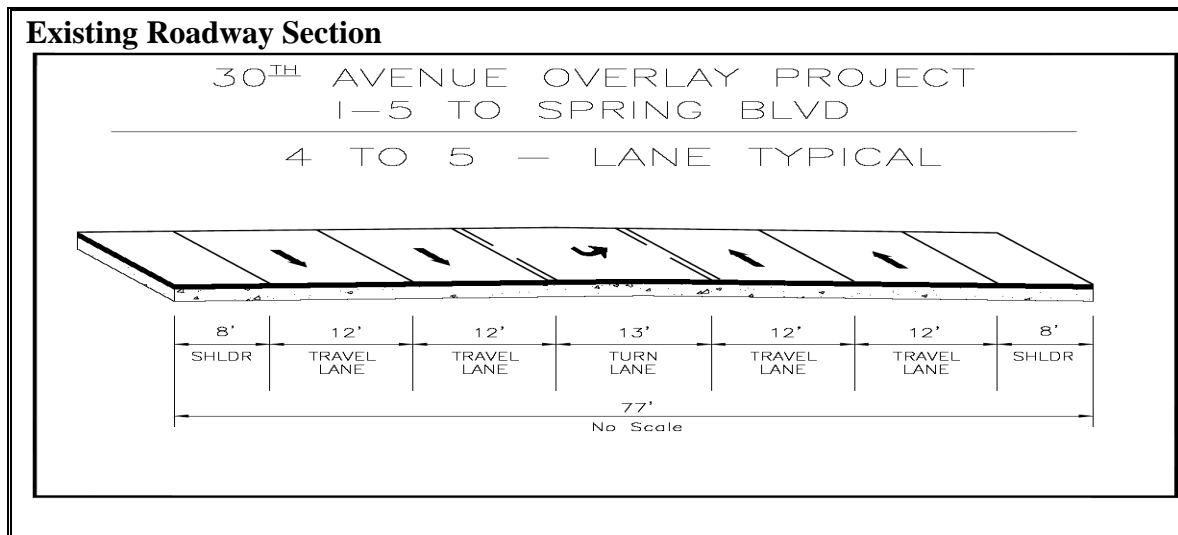
Existing Roadway Condition

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.



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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.

Staff is seeking external funding for this project. One potential funding source is the federal Surface Transportation Program for the Metro area (STP-U). This CIP assumes that the project will be considered for STP-U funds in the ODOT STIP cycle 2011-13. The road fund amount shown is local match needed for STP-U fund. Additional funding source may be needed to supplement STP-U funds.