

**30<sup>th</sup> 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**

|                         |                |                         |                       |
|-------------------------|----------------|-------------------------|-----------------------|
| <b>Project Limit</b>    | MP 0 to 2.01   | <b>Road Name</b>        | 30 <sup>th</sup> Ave  |
| <b>Functional Class</b> | Minor Arterial | <b>Project Status</b>   | Proposed              |
| <b>Length</b>           | 2.01 mile      | <b>Project Category</b> | Pavement Preservation |

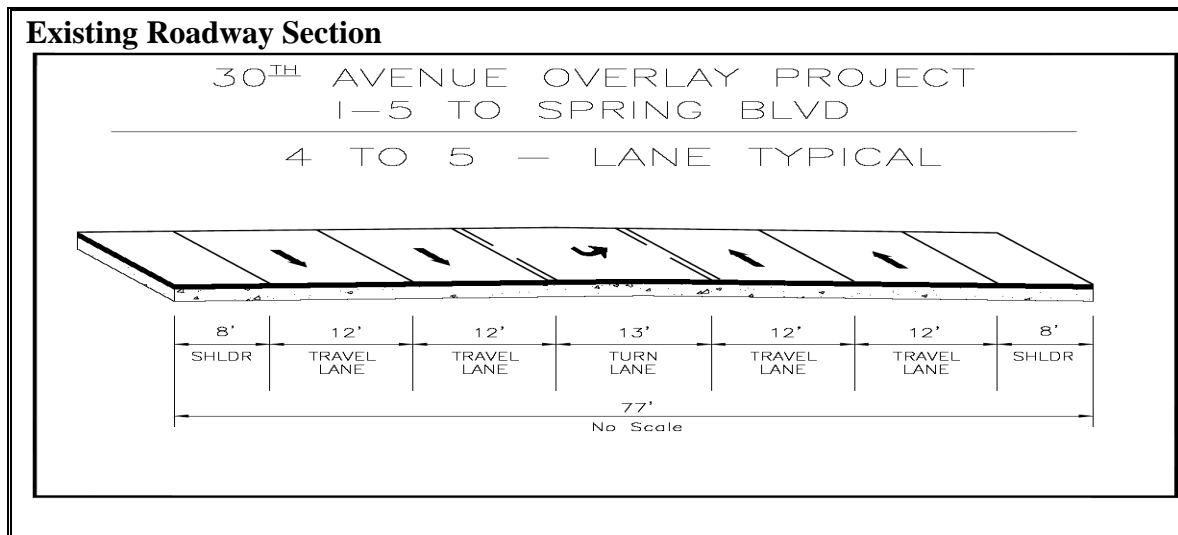
**Existing Roadway Condition**

|                      |                  |                           |                                     |
|----------------------|------------------|---------------------------|-------------------------------------|
| <b>ADT</b>           | 20,000           | <b>Crash Rate</b>         | 0.1 crash/ mil veh                  |
| <b>Pavement Type</b> | Asphalt Concrete | <b>Sidewalk</b>           | <input type="checkbox"/>            |
| <b>PCI</b>           | 53               | <b>Curb</b>               | <input type="checkbox"/>            |
| <b>Width</b>         | 78 feet          | <b>Bike Lane/Shoulder</b> | <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                   |              |       |       |              |       |       |
| <b>Total Cost</b>        | <b>\$880</b> |       |       | <b>\$880</b> |       |       |

**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             |              |       |       |              |       |       |
| <b>Total Fund</b> | <b>\$880</b> |       |       | <b>\$880</b> |       |       |

**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<sup>†</sup>**

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 rescoped 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.