

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

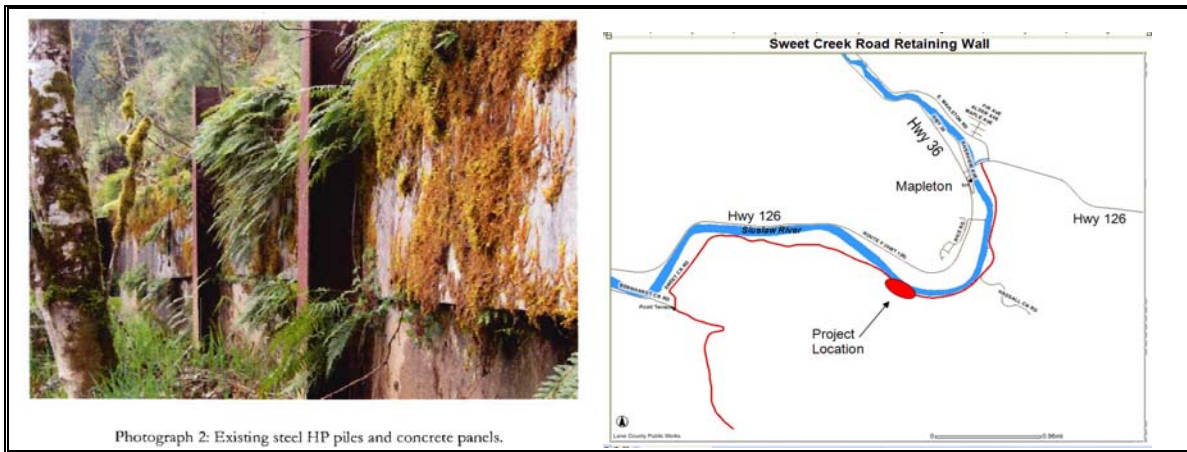


Project Scope: Remove existing retaining wall and construct a tieback-soldier pile retaining wall

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

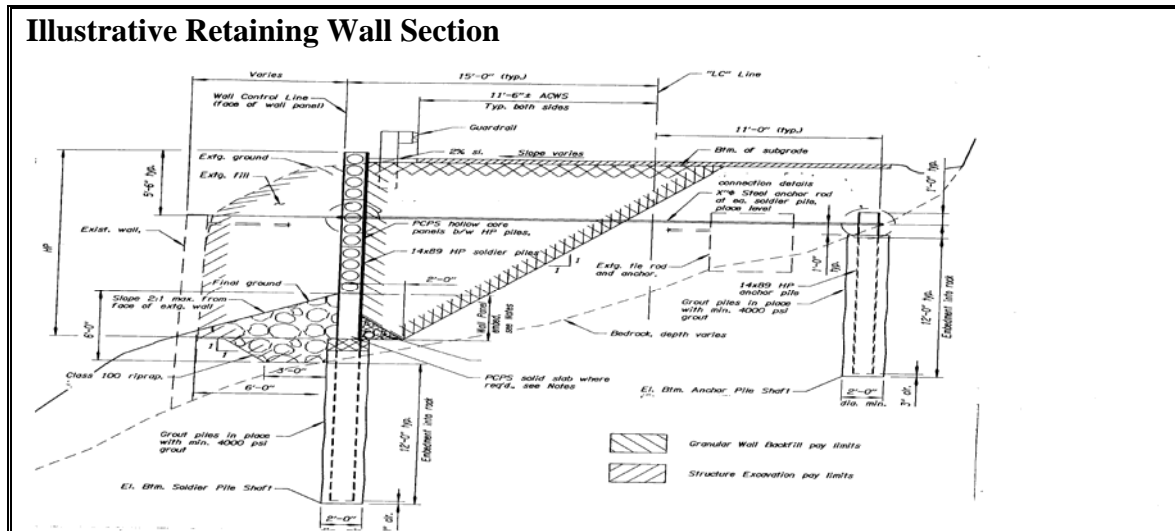
ADT	220	Crash Rate	0
Pavement Type	Asphalt Concrete	Sidewalk	<input type="checkbox"/>
PCI	85	Curb	<input type="checkbox"/>
Width	22 feet	Bike Lane	<input type="checkbox"/>



Photograph 2: Existing steel HP piles and concrete panels.

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.



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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.