

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY, OREGON

ORDER NO: 13-04-30-04

IN THE MATTER OF ADOPTING THE PUBLIC
WORKS FIVE-YEAR CAPITAL IMPROVEMENT
PROGRAM FOR FISCAL YEAR 2013/14 THROUGH
FISCAL YEAR 2017/18

WHEREAS, the Board of Commissioners has adopted a process for annual review and development of a Five-Year Public Works Capital Improvement Program (CIP) as outlined in Lane Manual (LM); and

WHEREAS, a recommended CIP for Fiscal Year 2013/2014 through Fiscal Year 2017/2018 has been developed following the adopted process in LM 15.575 including staff analysis, opportunity for citizen input, a public hearing on February 27, 2013, and deliberation by the Road Advisory Committee on March 27, 2013; and

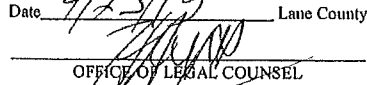
WHEREAS, the Board of County Commissioners held a public hearing on April 30, 2013 on the recommended Fiscal Year 2013/2014 through Fiscal Year 2017/2018 Department of Public Works Capital Improvement Program; and

WHEREAS, the Board of County Commissioners discussed and considered public testimony, staff analysis, and the recommendation of the Roads Advisory Committee.

NOW, THEREFORE, the Board of County Commissioners of Lane County **ORDERS** as follows:

1. That the Fiscal Year 2013/2014 through Fiscal Year 2017/2018 Department of Public Works Capital Improvement Program, as attached hereto as Exhibit A (2014-2018 Capital Improvement Program), be adopted.
2. That the County Administrator be delegated authority to execute all contracts and agreements in connection with the Fiscal Year 2013/2014 through Fiscal Year 2017/2018 Department of Public Works Capital Improvement Program in accordance with the terms of LM 21.145.
3. That staff pursue all necessary actions to ensure timely construction of projects scheduled for Fiscal Year 2013/2014.
4. That staff perform preliminary design activities, acquire right-of-way, prepare planning actions, and permit applications necessary to ensure that projects scheduled for Fiscal Year 2013/2014 through Fiscal Year 2017/2018 remain on schedule.
5. That the cost of such actions and preparations, including any damages, be paid from the County Road Fund or in any manner permitted by law as authorized by the Department of Public Works or as further authorized by the Board of County Commissioners.

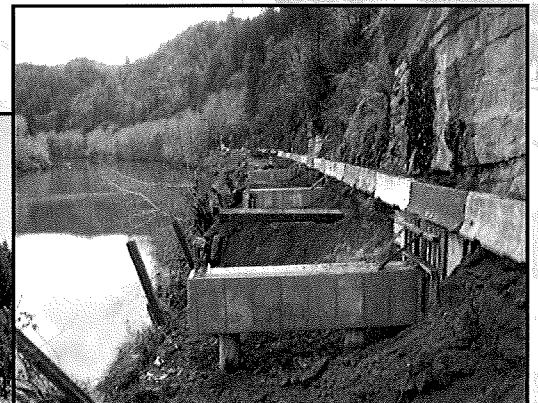
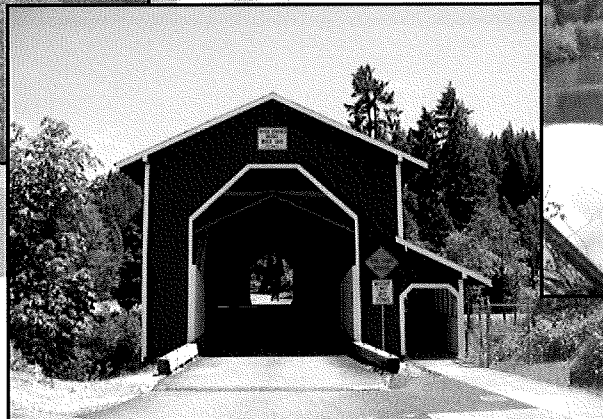
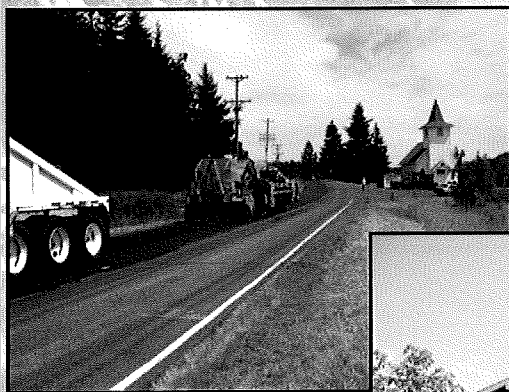
ADOPTED this 30th day of April 2013.

APPROVED AS TO FORM
Date 4/23/13 Lane County

OFFICE OF LEGAL COUNSEL


Sid Leiken, Chair
Lane County Board of Commissioners



2014 – 2018 Capital Improvement Program



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

ADOPTION

The Roads Advisory Committee recommended adoption of the County Road Fund portion of the Fiscal Year 2013-2014 to Fiscal Year 2017-2018 Capital Improvement Program in March 2013. The Board of County Commissioners adopted this program in April 2013.

BOARD OF COUNTY COMMISSIONERS

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PUBLICATION

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ONLINE PUBLICATION

This publication is available online for download from the Lane County Transportation Planning web site at <http://www.lanecounty.org/Departments/PW/TransPlanning/Pages/1418cip.aspx>

TABLE OF CONTENTS

ACRONYMS / ABBREVIATIONS.....	4
EXECUTIVE SUMMARY.....	5
INTRODUCTION	6
INFRASTRUCTURE CONDITIONS.....	7
CIP FUNDING	10
RELATIONSHIP WITH OTHER PLANNING DOCUMENTS.....	13
CIP PROCESS	15
CIP CATEGORIES.....	17
CIP 14-18 OVERVIEW	19
EXECUTIVE SUMMARY TABLES.....	21
TABLE 6: ANNUAL EXPENSES BY CIP CATEGORY	23
TABLE 7: RIGHT-OF-WAY.....	24
TABLE 8: GENERAL CONSTRUCTION.....	24
TABLE 9: STRUCTURES	25
TABLE 10: BRIDGE REHABILITATION AND PRESERVATION.....	25
TABLE 11: OVERLAYS AND PAVEMENT REHABILITATION	26
TABLE 12: COVERED BRIDGE REHABILITATION.....	27
TABLE 13: SAFETY IMPROVEMENTS.....	28
TABLE 14: FISH PASSAGE PROJECTS	28
TABLE 15: BIKE & PEDESTRIAN IMPROVEMENTS.....	28
TABLE 16: PAYMENTS & MATCHES TO OTHER AGENCIES	29
TABLE 17: PROJECT SPECIFIC REVENUES.....	29
TABLE 18: PROJECTS FOR DEVELOPMENT	30
PROJECT LOCATION MAP.....	33
PROJECT DESCRIPTIONS.....	37
WILDCAT COVERED BRIDGE	38
GLENWOOD BLVD. - EAST 17 TH AVENUE OVERLAY PROJECT.....	40
UNITY COVERED BRIDGE	42
MOSBY CREEK COVERED BRIDGE	44
CASH CREEK BRIDGE REPLACEMENT	46
OFFICE COVERED BRIDGE	48
PENGRA COVERED BRIDGE.....	50
BELKNAP COVERED BRIDGE.....	52
APPENDIX A.....	55
PAST CIP PROJECT STATUS.....	55

Acronyms / Abbreviations

Following Acronyms / Abbreviations are used in this document. They have been described at first occurrence, and are listed here for quick reference.

AASHTO	American Association of State Highway and Transportation Officials
AC	Asphalt Concrete
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ARRA	American Recovery and Reinvestment Act
BCC	Board of County Commissioners
CE	Construction Engineering
CIP	Capital Improvement Program
DEQ	Department of Environmental Quality
FHWA	Federal Highway Administration
FY	Fiscal Year
HB	House Bill
HBP	Highway Bridge Program
HMAC	Hot Mixed Asphalt Concrete
IGA	Intergovernmental Agreement
LHBP	Local Highway Bridge Program
MAP-21	Moving Ahead for Progress in the 21 st Century
MPO	Central Lane Metropolitan Planning Organization
MTIP	Metro-area Transportation Improvement Program
MUTCD	Manual on Uniform Traffic Control Devices for Streets and Highways
NBIS	National Bridge Inventory System
NHCBP	National Historic Covered Bridge Preservation
NEPA	National Environmental Protection Act
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ODFW	Oregon Department of Fish and Wildlife
OFHP	Oregon Forest Highway Program
ORS	Oregon Revised Statutes
OTIA III	Oregon Transportation Investment Act III
PCI	Pavement Condition Index
PE	Preliminary Engineering
PED	Pedestrian
PMP	Pavement Management Program
RAC	Roads Advisory Committee
SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SR	Sufficiency Rating
SRS	Secure Rural Schools and Community Self-Determination Act 2000
STP-U	Surface Transportation Program-Urban (for Metro Area)
STIP	State Transportation Improvement Program
TAP	Transportation Alternatives Program
TE	Transportation Enhancement
TPR	Transportation Planning Rule
TSP	Transportation System Plan
USFS	United States Forest Service
WFLHD	Western Federal Lands Highway Division

Executive Summary

The Lane County Capital Improvement Program (CIP) is a five-year planning document containing potential roadway related projects that will be publicly bid for construction during the five-year planning period. It is prepared in consideration of the County's financial projections, external funding opportunities, road maintenance needs, and public input. The CIP for fiscal years 2013/2014 through 2017/2018 was reviewed and discussed at Roads Advisory Committee (RAC) meetings held in Eugene in January and a public hearing held in February 2013. The Board of County Commissioners adopted the document after a second public hearing in April 2013. This publication becomes effective fiscal year 2013/2014, beginning on July 1, 2013.

The CIP is the Public Works Department's Road Fund expense plan for the next five years. The expenses in this CIP are consistent with the department's Road Fund financial plan (FinPlan). Lane County anticipates spending about \$18.0 million Road Fund dollars for capital improvement projects under the program. The majority of the Road Fund (\$15.0 million) is allocated towards pavement preservation needs during this update cycle.

The remaining allocations focus heavily on preservation, with \$1.375 million each allocated to both Bridge Rehabilitation and Preservation, and Covered Bridge Preservation. The remaining \$250,000 is allocated to Safety Improvements. All of these remaining allocations are primarily being utilized for local matches required to secure external funds. The local match monies allocated to prioritized projects in this CIP are expected to bring in an additional \$ 4.235 million in external funding for County roadway improvements in the next five years. \$2.349 million of these external funds come from the National Historic Covered Bridge Preservation Program and/or the Highway Bridge Program. \$1.886 million of these external funds come from the Local Highway Bridge Program. These bridge projects are managed by the Oregon Department of Transportation; only County matches are shown in the CIP summary tables for these projects. Another \$355,000 in external funds are for pavement rehabilitation work on Glenwood Blvd. and adjoining sections of East 17th Ave. These funds are directly reimbursable to the County, and are accounted for as project specific revenues in this CIP. These projects are designed and administered by the County. Unlike the bridge projects, the full construction costs of these projects are shown in this CIP. There are no major general construction projects in this update cycle.

This CIP publication provides project information sheets describing project scope, cost, and proposed solutions for each of the projects included in the CIP. In addition to listing funded projects, this CIP update continues to maintain a list of unfunded projects for development.

This CIP publication also maintains past CIP projects that are deleted or completed or in the process of construction. The project status sheet at the end of this document provides the status of past CIP projects.

Introduction

Primary obligations of Lane County are to ensure personal safety, security of property, and preservation of infrastructure. The Lane County Public Works Department is tasked with protecting public assets, namely roads and bridges, by maintaining, replacing, or upgrading infrastructure in the transportation system. Maintenance and repair of the road and bridge system includes surface and shoulder maintenance, drainage work, vegetation management, guardrail repair, signing, striping, pavement marking, and signal maintenance.

The County road system also needs major improvements beyond regular maintenance and repair. Major improvements to the road system such as adding new road sections, widening existing roadways, providing bike lanes and sidewalks constitute capital improvements. Typically, general construction, bridge structures, safety improvements, and pavement overlays, involve a significant amount of Road Fund expenses.

As the custodian of a large inventory of public infrastructure, the County undertakes public improvement projects each year that are of public interest. When additional funding is available, the County allocates available resources to upgrade its existing infrastructure through the Public Works Department's Capital Improvement Program (CIP). Lane Manual Chapter 15 specifies how capital improvements shall be carried out. It mandates that major improvements to the County road system be scheduled through the CIP with public involvement and prioritization processes.

The CIP is the planning document that describes the County's five-year transportation related capital improvement program. The program is updated annually to allocate limited financial resources to projects providing the greatest return for moving people and goods safely and efficiently throughout the County. The five-year program is reviewed and adopted annually by the Board of County Commissioners. It identifies candidate projects, their funding, and schedules project executions. The plan helps provide for the most efficient scheduling and allocation of staff and other resources.

The capital improvement and maintenance projects that are planned in the CIP are executed through the Engineering and Construction Services (ECS) and Road Maintenance divisions of the Public Works Department. The Transportation Planning Section within the ECS Division is responsible for processing the CIP and publication of this document.

The purpose of this publication is to disseminate information to Lane County citizens about construction projects affecting communities. This is in conformance with Oregon Revised Statutes (ORS) 279C.305 *Least-cost Policy for Public Improvements; cost estimates in budget process; use of agency force; and record of costs*. ORS 279C.305 requires a local agency adopt its capital improvement program 30 days prior to budget adoption. Lane County Capital Improvement Program is adopted in April or May of each year by the Board of County Commissioners.

Infrastructure Conditions

The County currently maintains about 1441 miles of road and 418 bridges that are open to vehicular traffic. Collector and arterial roads comprise about 55% of the County road network. They carry more vehicular traffic and freight than do local roads, so they require frequent maintenance.

The road inventory tables below shows about 193 miles of the County's roadways are urban roads and about 49 miles of roadways are inside city limits. Urban collectors and arterial roads carry higher daily traffic volume. Since they carry higher traffic volumes, past CIPs have prioritized and completed several urban improvement projects.

In addition, County roads provide connectivity to national forests within Lane County. The Oregon Forest Highway Inventory maintained by the Western Federal Lands Highway Division has adopted about 207 miles of County roads as "forest highways." They carry logging trucks and are susceptible to rapid pavement deterioration if not prioritized and maintained periodically.

Table 1: Road Inventory^α

Functional Class	Total Miles	Percent	Pavement Type		
			AC	Oil Mat	Gravel
Rural Local	537.946	37.32%	178.380	269.273	90.293
Urban Local	119.845	8.31%	109.941	9.403	0.501
Rural Minor Collector	363.373	25.21%	202.938	91.711	68.724
Urban Minor Collector	15.387	1.07%	15.387		
Rural Major Collector	148.169	10.28%	136.667	11.502	
Urban Major Collector	27.222	1.89%	26.928	0.294	
Major Collector (Fed)	181.939	12.62%	181.939		
Rural Minor Arterial	16.867	1.17%	16.867		
Urban Minor Arterial	22.806	1.58%	22.806		
Urban Principal Arterial	7.911	0.55%	7.911		
Total	1441.465	100.00%	899.764	382.183	159.518

^α As of April 2013

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Table 2: County Road inside City Limits

Location	Total Miles	Pavement Type			
		AC	Oil Mat	Concrete	Gravel
Outside City UGB	1392.674	854.116	379.173		159.385
Coburg	2.305	2.180	0.125		
Cottage Grove	0.747	0.505	0.242		
Creswell	0.301	0.035	0.266		
Dune City	5.856	4.439	1.284		0.133
Eugene	22.356	22.320	0.036		
Florence	2.213	2.045	0.168		
Junction City	4.120	4.090	0.030		
Lowell	2.525	2.525			
Oakridge	2.427	2.156	0.271		
Springfield	2.470	2.338	0.132		
Veneta	0.493	0.493			
Westfir	2.978	2.522	0.456		
Total	1441.465	899.764	382.183		159.518

County roads pavement qualities are inventoried separately under the Pavement Management Program (PMP). Pavement sections are visually inspected for cracks, ruts, and any deformations. The pavement management software converts these visual qualities into an index on a scale of 0 to 100. The Pavement Condition Index (PCI), in most cases, is the basis for pavement maintenance priorities.

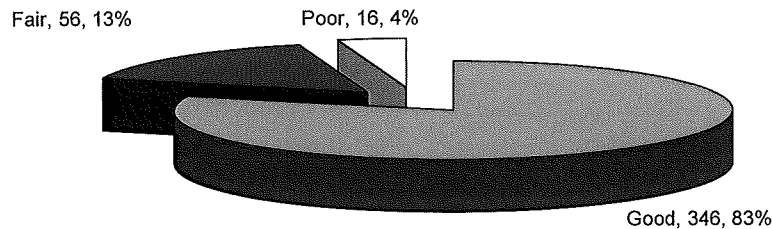
Table 3: Bridge Inventory[♦]

Bridge Material / Construction	Quantity	Restricted Weight or Width	Closed
Concrete	4		
Continuous Concrete	29	2	
Steel	3	1	
Continuous Steel	2		
Pre-stressed Concrete	358	2	
Continuous Pre-stressed concrete	6	1	
Wood / Timber	16	13	
Total	418	19	0

[♦] As of April 2013

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

LC Bridge Conditions Sufficiency Ratings



Likewise, all of the 418 county owned bridges are inspected periodically under the state's bridge inspection program, which uses the National Bridge Inventory System (NBIS). The NBIS informs local agencies about bridges that need attention. The overall physical condition of a bridge is expressed in terms of a "sufficiency rating" on a scale of 0 to 100. A sufficiency rating of 50 or less is considered poor. Poorly rated bridges are candidates for bridge replacement or rehabilitation, and are weight limited or closed. Bridge replacements prioritization is based on bridge inspection reports. Fair rated bridges are provided with regular maintenance with minor repairs. The pie chart above shows the status of Lane County bridges as of April 2013. About 4% of the bridges are candidates for replacement.

The CIP funds the major contracted maintenance and preservation projects for the large inventory of roads and bridges in the Lane County transportation system. The preservation and rehabilitation fund category is used to preserve and maintain the existing infrastructure. The general construction and structures categories address upgrade needs of the transportation system.

Thanks to past reliable federal funding, the County has been able to keep the roads and bridges in good shape. Past CIPs, when funding source was robust, completed several bridge replacements or urban improvement projects. The status of past projects is compiled at the end of this CIP. However, federal funding is uncertain or absent in future years so urban improvements are receiving no focus in the County CIP. While there is the large inventory of road and bridges to keep in repair, the County's funding sources have severely diminished. The following section discusses the County's fund sources.

CIP Funding

CIP projects are funded through a variety of funds, as discussed below.

Federal Sources of Revenue

The majority of land in Lane County is forested, much of it Federal. Historically, harvesting of timber on Federal lands has generated revenue for Lane County. In the early 1990s, timber harvests on Federal forest lands and associated revenues declined significantly. In the latter years of the decade, to address this decline, Congress enacted legislation that provided a guaranteed minimum payment in the event actual receipts dropped below a predetermined level. This guarantee was modified and extended under the Secure Rural Schools and Community Self-Determination Act of 2000 (SRS). Under the bill, the County received steady annual payments from the federal government until 2006.

When the SRS lapsed in 2006, Congress extended the bill to 2007. In October 2008, legislation again reauthorized the SRS bill with a modified “step down” payment plan, distributing 90% of the 2006 payment level, followed by 90% of the prior year in each successive year until 2011. The final payment under the “step down” plan was \$7.61 million. In 2012, congress passed a one year reauthorization of SRS resulting in a final payment of \$7.28 million. Timber payments without the SRS will be \$602,000 or less than 4% of historic levels. The table below shows the SRS contribution in the past and projected funding in future years.

Table 4: SRS Funding Levels

Fiscal Year	Payments	Remarks
2002-03	\$19.36 million	
2003-04	\$19.60 million	
2004-05	\$19.80 million	
2005-06	\$20.33 million	
2006-07	\$20.53 million	2006 - SRS 2000 expires
2007-08	\$21.77 million	2007 - SRS extended one year
2008-09	\$19.62 million	2008 - Reauthorization with 90% step down
2009-10	\$17.65 million	Step down, 90% of prior year
2010-11	\$15.90 million	Step down, 90% of prior year
2011-12	\$7.61 million	Final payment 2008 reauthorization
2012-13	\$7.28 million	2012 - one year reauthorization
2013-14	\$602,000	Estimated Timber payment without SRS
2014-15	\$602,000	Estimated Timber payment without SRS

The SRS funding source, which historically constituted more than one-half of the County Road Fund, is uncertain beyond Fiscal Year 2013/14. Responding to the diminishing SRS funding trend, the County CIP has aggressively scaled back its capital construction projects, and now emphasizes maintenance projects as the highest priority.

Lane and other counties continue working with congressional representatives to find a long-term solution to the loss of SRS funding. However, at this time continued SRS funding remains uncertain.

Federal Aid Programs

In addition to federal county payments under SRS, the County has participated in and received federal funds through several federal aid programs created under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Some of the programs the County has participated in the past are: Surface Transportation Program-Urban (STP-U), Local Highway Bridge Program (LHBP), the National Historic Covered Bridge Preservation (NHCBP) program, Transportation Enhancement (TE), and the Forest Highway Program. The majority of these federal programs, such as the NHCBP, require a non-federal dollar match, typically 10.27% of the total project cost. NHCBP is one of the major external fund sources in this CIP update.

With Federal passage of Moving Ahead for Progress in the 21st Century (MAP-21), Congress reauthorized Federal Highway funding for fiscal years 2013 and 2014. MAP-21 authorizes federal highway, transit and safety programs through September 30, 2014 and sets policies for the nation's surface transportation system, superseding SAFETEA-LU. MAP-21 significantly consolidates the highway program structure, eliminating most set asides, small formula programs and discretionary programs. Of significance to Lane County, MAP-21 has resulted in the elimination of the National Historic Covered Bridge Program (NHCBP). MAP-21 eliminates the Forest Highway Program and Public Lands Highway Discretionary Program and creates the Federal Lands Access Program. Active Transportation such as Recreational Trails, Safe Routes to School (SRTS), and Transportation Enhancement (TE) programs are merged into the Transportation Alternatives Program (TAP).

In general, MAP-21 eliminates many programs in which Lane County has successfully participated. In most cases, projects that were eligible under eliminated programs will remain eligible for funding under other programs. However, instead of, for example, covered bridges competing against other covered bridges for federal funding, covered bridges may be competing against some other major road improvement project, making it more difficult to secure funding. MAP-21 essentially changes the way in which Lane County must compete for federal funding. In addition, MAP-21 did nothing to address the long term fiscal imbalance in the Highway Trust Fund, in that revenue does not meet expenses, which could result in a cut of 25% or more in federal funding in 2015 and beyond.

Title II Funds

SRS created Title II Funds that provided resources to improve watersheds to enhance fish and wildlife habitat, reduce the risk of catastrophic wildfires and similar projects on federal land. In the past, the County has received a portion of such funds for fish passage projects on County roads. Without reauthorization of SRS these funds no longer exist.

Other Federal Funds

In the past, the CIP has successfully leveraged federal grants such as the federal Highway-Rail Crossing Program Section 130 funds. The County participated in the American Recovery and Reinvestment Act (ARRA) of 2009 economic stimulus package. With MAP-21, the County will continue to explore federal funding options available for projects as MAP-21 is implemented.

State Sources of Revenue

State highway users fees consist of state motor fuel taxes, state weight-mile taxes for heavy vehicles, motor vehicle registration fees, fines, licenses, and other miscellaneous revenues. The fees and taxes collected are distributed to local government agencies, after debt servicing based upon applicable ORS sections. The resulting distributions are approximately as follows: 61% state, 23% counties, and 16% to cities. The county portion is distributed to all counties based on the ratio of registered vehicles to the statewide total. Lane County currently receives approximately 8.76% of the Statewide total distributed to counties. Oregon House Bill 2001 passed in 2009 modified the transportation related tax and fee structure to offset the potential loss of the federal funding to state and local agencies; however, the increase in the State Highway Fund revenue does not begin to match the decrease in Secure Rural Schools revenue. In contrast to past years, when SRS revenues provided more than half of Road Fund revenues, the State Highway fund now constitutes the primary source of revenue to the Road Fund.

Oregon Forest Highway Program

Lane County has significant miles of County roads that are inside national forests or connect to a national forest highway. These County roads are designated as forest highways and are eligible for annual forest highway fund grants. The Oregon Department of Transportation, United States Forest Service, and the Western Federal Lands Highway Division, jointly known as the Tri-Agency, administer annual distribution of about \$20 million in forest highway funds to participating agencies. Recently, Lane County has been successful in securing funds for Five Rivers Road culvert replacements and the Sweet Creek Road slide repair maintenance projects under this program. With the implementation of MAP-21 the Forest Highway Program has been replaced with the Federal Lands Access Program (FLAP). Lane County has submitted applications seeking funding under the new FLAP program.

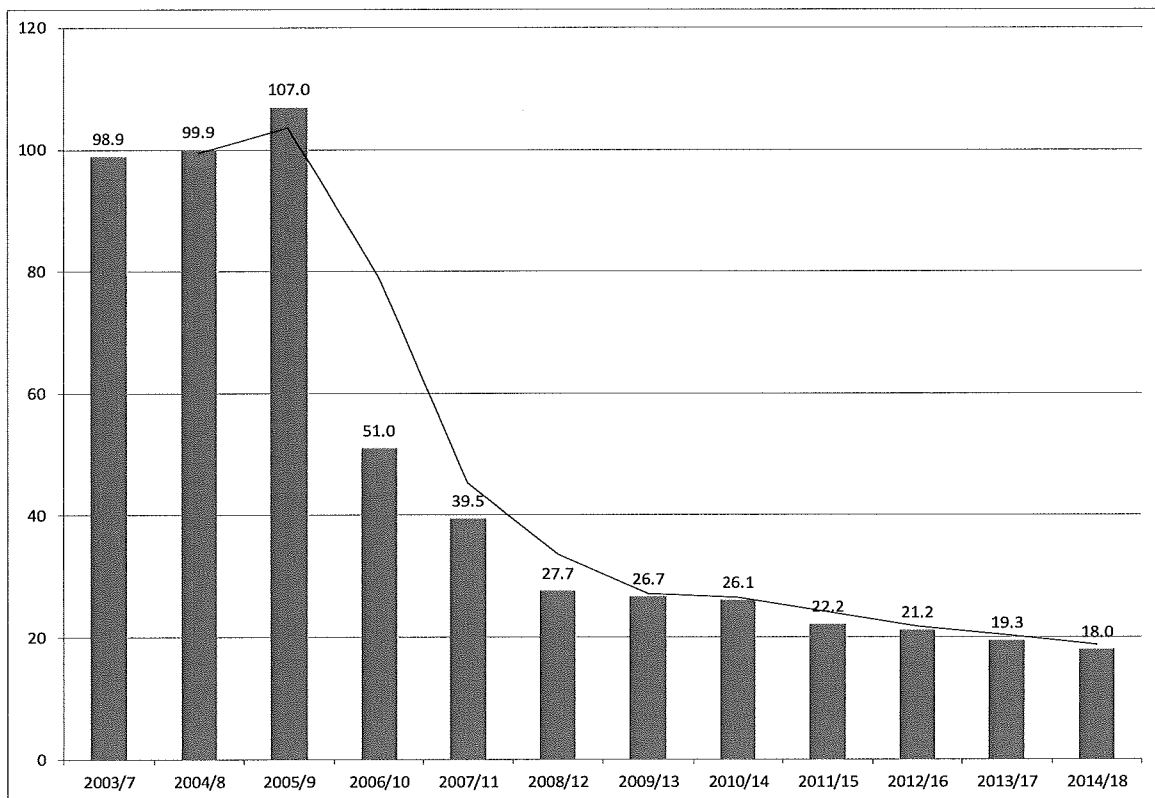
Other Funding Sources

Lane County has aggressively sought grant funding, including planning funds which can be used for project development and improve the likelihood of future project funding. Lane County has recently partnered with other agencies, combining resources, building consensus and leveraging opportunities to promote projects that benefit Lane County citizens.

CIP Trend: Looking Ahead

The CIP trend chart below illustrates funding for capital investments in the Public Works Department. The department completed several urban improvement projects when the Road Fund was steady and supported by the SRS revenues. As the sunset of SRS approached and uncertainty about alternative revenue sources loomed, CIP funding has significantly dropped from a peak of \$107 million in Fiscal Years 2005-2009 to \$18 million in the current CIP update. This declining trend flattens to a minimum funding level that is inadequate to support even maintenance and preservation needs. Looking ahead, the Public Works Department's CIP funding will likely remain at minimum levels unless SRS revenue source is renewed or a new funding source is found to replace SRS funds.

Chart 1: Capital Investments Trend



Relationship with Other Planning Documents

Transportation System Plan

The Lane County Transportation System Plan (TSP) guides how capital improvement projects are prioritized. Staff consults the TSP project list for potential projects every CIP update cycle. The TSP was most recently adopted in 2004. Lane County is also governed within the Eugene-Springfield Metropolitan area by *TransPlan*, the Transportation System Plan for the Eugene-Springfield metro area. Both documents must be consistent with the administrative rules for Oregon Statewide Planning Goal 12, the "Transportation Planning Rule" (TPR). The TSP and *TransPlan* describe goals and policies, the latter of which has the force of law.

In addition, of particular note to the CIP are policies in the *Financing and Recommended Improvements* section. The TSP lists three relevant Board-adopted goals in this regard:

Maintain long-term County Road Fund stability by making annual budget adjustments and following adopted priorities.

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Use the County Road Fund effectively by following the priorities established in the 1991 Road Fund Financial Plan (updated 1995).

Maintain effective partnering relationships with cities and the Oregon Department of Transportation (ODOT).

To accomplish these goals, adopted policies are provided in part for setting priorities for expenditure of the CIP. The first priority is to maintain and preserve the County road and bridge system and to provide a safe roadside environment for the traveling public. The second priority, given available funds, is to enhance the County road system. The third priority, given available funds, is to provide economic development infrastructure financing and assistance to cities and ODOT projects of mutual interest.

The TSP identifies a list of unfunded projects that serve the community within at least a 20-year planning horizon. A technical needs assessment process, described in the TSP, resulted in the project list. The list also includes County road projects identified in adopted city TSPs.

The TSP project list is based solely upon a physical assessment of the road network and is not on a predicted revenue stream or on priorities established through public involvement. Priority setting occurs as part of the yearly budget and CIP adoption process. As revenues contract, the emphasis is placed on basic County operations, maintenance, and preservation. As revenues expand, priorities will include more County modernization projects and a broader sharing of resources with cities and ODOT.

Statewide Transportation Improvement Program

The Lane County Capital Improvement Program is comparable to the function of the state's Statewide Transportation Improvement Program (STIP). These two documents may show identical projects when the CIP leverages ODOT or federally funded projects in the County. Such projects must be adopted in the STIP before any grant pass-thru occurs.

Metro Transportation Improvement Program

The Central Lane Metropolitan Planning Organization (MPO) maintains the metro area Transportation Improvement Program (MTIP) for federal funds management purposes. Lane County is a partner in the metro area transportation coordination in the MPO. Lane County projects of regional significance inside the metro boundary are listed in the MTIP. Typically Lane County CIPs have included local matches for MTIP projects.

CIP Process

Staff Draft

The CIP process begins each fall with staff evaluation of the previously adopted CIP projects status. The projects in the first fiscal year of the program in the current CIP are reviewed for project status. Those projects that will be completed or are under construction by fall are removed from the list. Projects in the following year are moved up for execution. County staff evaluates the progress of projects in the latter four years of the program and adjusts the program as needed to reflect best estimates of schedules, project scope, and cost. At this stage, staff also evaluates projects in relation to department's budgets and makes any recommendations for additions or deletions from the program. New projects are added if additional funding is available through external sources. Staff also identifies a list of candidate projects for development that brings benefits to the community that are eligible for external grant opportunities. Benefits of the individual proposed projects are evaluated and ranked.

In past CIP cycles, staff has used a tool referred to as the Prioritization Matrix. Because 98.6% of the current Road Fund CIP resources have been allocated to Preservation and Rehabilitation categories, the scope of work in project selection and prioritization has diminished to the point that there is nothing to prioritize as compared to past CIPs, eliminating the need for a Prioritization Matrix. A prioritization process will be reinstituted when the Road Fund has funds available to apply toward projects in other categories. Project selection is currently a continuation of previously adopted and prioritized projects. This CIP refines the project costs and adjusts construction schedules. Outside of preservation and maintenance work, no new projects have been added to the CIP. A few new projects have been placed on the projects for development list, either due to an impending maintenance need, a safety issue, or a partnership with another agency.

In consideration of the County's financial position, staff recommended to the Roads Advisory Committee that the current CIP focus on preservation and rehabilitation. No enhancement or improvement projects have been proposed in this CIP.

Public Participation

Public participation is essential to the CIP process. Citizen input plays an important role in project selection and the delivery process. The public can participate in the process by providing written or oral testimony at two public hearings, conducted before the Roads Advisory Committee (RAC) and the Board of County Commissioners (Board). The RAC hearing occurs in February for which public notices are published. The CIP related information and documents are posted on the Lane County Public Works web site at <http://www.lanecounty.org/Departments/PW/TransPlanning/Pages/cip.aspx>. The public can participate by sending their written comments to staff. The public also has an opportunity to comment on the RAC's recommendation during the second public hearing before the Board that occurs around the 1st of May.

Roads Advisory Committee Action

The RAC has the important role of promoting public participation in the road related matters, including collecting public input on staff's draft CIP. The RAC is a committee comprised of volunteer citizens appointed by the Lane County Board of Commissioners (Board). It is tasked with helping the Board on transportation matters including developing the CIP. The RAC seeks public comments on the staff proposed CIP before making a recommendation to the Board. The RAC normally engages in the CIP review process between January and March.

Based on public input and other considerations, the RAC may ultimately give preference to certain projects. During the process, staff provides as much information as needed about a proposed project so that the RAC can make informed decisions. After considering information provided by staff and input by the public, the RAC deliberates on the draft and forwards a recommendation to the Board.

Once projects are adopted and scheduled for design, citizen input is again sought on specific design concepts for individual projects. In this context, the RAC may elect to set a public hearing before adopting a Board recommendation on a preferred project alternative.

Board Action

The Board reviews the recommendation forwarded by the RAC. Updates or changes proposed by the public, staff, and the RAC are advisory to the Board. The Board has final approval authority for the CIP and expenditure of the County Road Fund. The Board holds a second public hearing on the draft CIP before adopting it at least 30 days prior to adopting the County budget. The Board may change project priorities at any time; projects may be added, deleted, or combined with new projects as situations arise.

In order to meet the County budget requirement, the Board is typically asked to adopt annual CIP updates in late April or early May each year. The following section provides an overview of the CIP 2014-2018 approved by the Board in April 2013.

CIP Categories

This CIP publication is intended to provide public information regarding Public Work's roadway improvement projects that will be open to public bid. The adopted projects are listed on the executive tables beginning on page 23 and are grouped in program categories as described below.

Right-of-Way

This program category lists cost estimates for right-of-way acquisition for CIP projects. Typically, general construction projects involve right-of-way acquisitions. Maintenance projects also may require construction easements or additional right of way. Cost estimates towards such right-of-way related expenses are shown under this category. These estimates are preliminary and subject to change based on final design of each project and individual acquisitions. County acquisitions are based on appraisals of the land and improvements to be acquired and any associated compensable damages.

General Construction

This program category addresses improvement needs arising from geometric standards, pavement structure, or safety issues. Lane County has more than 27 miles of collector roads inside the Eugene-Springfield metropolitan area. Many of these roads do not meet modern geometric standards. Historically, this category of improvements constituted almost one-third of the CIP allocation. This is not the case now; no general construction or urban improvement projects are proposed in this CIP.

Structures

Structures are generally localized projects such as bridges and retaining walls. The structures improvement program addresses bridge rehabilitation and replacement as identified and recommended by the National Bridge Inventory System. Non-bridge types of localized structural improvements such as retaining walls and toe walls are also included in this category.

Historically, the funding for structures projects mostly came from state or federal grant programs. In recent years the County replaced or rehabilitated aging bridges under the Oregon Transportation Investment Act of 2003 (OTIA III) or through the Local Highway Bridge Program (LHBP), formerly known as federal Highway Bridge Replacement and Rehabilitation (HBRR) program. The County is also actively seeking other funds as they become available. However, new funding sources will not address seismic deficiencies in the remaining bridges.

Preservation/ Rehabilitation Fund

This category has three subcategories of projects to address pavement and bridges preservation and rehabilitation needs.

The Overlays and Rehabilitation subcategory is specific to pavement preservation and constitutes the largest component of the CIP. The allocated funds are used towards annual pavement overlay and rehabilitation projects to respond to current pavement conditions. Asphalt Concrete (AC) overlay or chip sealing are commonly used preservation techniques in Lane County. Although AC overlay projects are maintenance projects, they fall under the

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

definition of public improvements¹ when the depth of AC is two inches or more, or when a proposal has an estimated cost of \$125,000 or more. Therefore, AC projects are included in the CIP while Chip Seal projects are typically not included. Individual overlay projects are not itemized in the CIP except when project specific external funding is involved.

Pavement condition information is gathered annually and reported as the Pavement Condition Index (PCI). The PCI is the basis for prioritizing preservation and rehabilitation projects for the existing road system. Lane County uses the computer-based Pavement Management Program application and field inspections to prioritize annual pavement preservation projects. The program identifies suitable treatment type and implementation timing.

The Bridge Rehabilitation and Preservation program exists to respond to the maintenance and preservation needs of County bridges. Bridge rehabilitation project are generally significant in scope and in general involve huge capital. Such projects may be placed under the structures category. The funds allocated in this category are mostly used for minor repair works and for providing local matches to federal and state funds. Bridge rehabilitation priorities are established using the bridge sufficiency rating as part of the of bridge condition assessment through the statewide bridge inspection program. The inspection report identifies and recommends maintenance for bridges needing repair.

The Covered Bridge Preservation subcategory dedicates a portion of the Road Fund towards preservation of the seventeen existing covered bridges in the County. In recent years, most covered bridge preservation projects have been funded through the National Historic Covered Bridge Program. These projects are typically bid and administered through Oregon Department of Transportation.

Safety Improvements

Safety improvement projects are intended to address localized problems that do not require major reconstruction. Staff recommends projects as locations are studied and identified. Generally, these projects will have low cost, are small in scope, have limited impact on adjacent properties, and are relatively easy to implement. These funds may be utilized as local matches for external funding applications.

Fish Passage Projects

The Oregon Department of Fish and Wildlife has identified nearly 300 culverts under Lane County roads that are believed to impede Coho or Chinook salmon passage at some stage in their lifecycles. The establishment of this fund is intended to dedicate Road Fund resources to replace these culverts and make them fish passable.

¹ ORS 279C.305 defines resurfacing of highway, roads, or streets at depth of two or more inches and at an estimated cost that exceed \$125,000 as a public improvement.

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Projects for Development

The projects for development category encompass projects that are unfunded but are highly ranked and prioritized. These projects are candidate CIP projects if funds become available.

CIP 14-18 Overview

The Road Fund allocation for CIP fiscal years 2013/2014 through 2017/2018 is about \$18.00 million, which is about 7% less than last year's CIP. The table below compares the allocation of Road Fund dollars between the previous allocation and the current allocation for each CIP category. Although the total project costs of externally funded projects are shown, only local match portions are included in the table for the Road Fund comparison purpose.

Table 5: Program Totals by Category

PROGRAM TOTALS BY CATEGORY	CIP 13-17		CIP 14-18	
	Amount	Percent	Amount	Percent
Right-of-Way	\$20,000	0.10%	\$0	0%
General Construction	\$0*	0%	\$0*	0%
Structures	\$0*	0%	\$0*	0%
Preservation / Rehabilitation	\$18,950,000*	98.35%	\$17,750,000*	98.61%
Safety Improvement	\$250,000	1.30%	\$250,000	1.39%
Payment to other Gov. Agencies	\$0	0%	\$0	0%
Fish Passage Projects	\$50,000	0.25%	\$0	0%
Bike Ped Improvements	\$0*	0%	\$0*	0%
Total	\$19,269,920	100%	\$18,000,000	100%

As in the preceding CIP, this CIP allocates a significant percentage of the Road Fund towards Preservation and Rehabilitation. This category is broken down into three subcategories, including Overlays and Pavement Rehabilitation, Bridge Rehabilitation and Preservation, and Covered Bridge Preservation. The CIP allocates \$3.0 million per year to Overlays and Pavement Rehabilitation, which is a decrease of \$1.5 million compared to the previous 4 years. Annual \$275,000 fund allocations are made for Bridge Rehabilitation and Preservation, as well as identical annual allocations towards Covered Bridge Preservation. As shown above, the combined preservation and rehabilitation category expenses constitute about 98.6% of the total Road Fund expenses.

Lane County has successfully utilized CIP funds to leverage grant funding opportunities, particularly in the Bridge Rehabilitation and Preservation, and Covered Bridge Preservation categories. Grant funding for this CIP cycle includes \$2.349 million in National Historic Covered Bridge Preservation (NHCBP) program grants and \$1.886 million in Local Highway Bridge Program (LHBP) grants. In addition to preserving covered bridges, these funds will be used to replace the deteriorating Cash Creek Bridge on Marcola Road.

* Adjusted Road Fund expenses for construction costs only.

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Outside of the preservation and rehabilitation categories, the CIP allocates \$50,000 per year to the safety improvements category. These funds may be applied as match funding to leverage grant opportunities, or to address localized safety problems.

Due to budget limitations in the Road Fund, there is currently no money available to fund projects under the Right-of-Way, General Construction, Structures, Fish Passage Projects, Bike and Pedestrian Improvements, or the Payments and Matches to other Agencies categories.

During the peak of the SRS funding, the County shared its revenue and cost of improvement projects with other local partner agencies, including cities and state. The Payments and Matches to Other Agencies category is intended to highlight partnership contributions when they can be made. This CIP does not include any payments. However, it does include one overlay project of mutual interest. The Glenwood Boulevard-East 17th Avenue Overlay project in Springfield is proposed to address anticipated pavement deterioration after ODOT completes the Willamette Bridge construction. The roadway is currently used as a detour route for I-5 Franklin Boulevard exit traffic. The executive tables reflect the City, state, and County contributions to keep the road in repair.

The summary tables beginning on page 23 in the next section show detailed project listings and estimated project costs.

Executive Summary Tables

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Capital Improvement Program
Fiscal Years 2013-2017
Summary Table

Table 6: Annual Expenses by CIP Category

	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
ANNUAL TOTALS BY CATEGORY						
RIGHT OF WAY (see page 26)						
GENERAL CONSTRUCTION (see page 26)						
STRUCTURES (see page 26)						
PRESERVATION/REHABILITATION FUNDS						
Overlays and Pavement Rehabilitation (see page 28)	\$3,355,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,355,000
Bridge Rehabilitation and Preservation (see page 27)	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,375,000
Covered Bridge Preservation (see page 29)	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,375,000
<i>Subtotal Preservation Rehabilitation</i>	<i>\$3,905,000</i>	<i>\$3,550,000</i>	<i>\$3,550,000</i>	<i>\$3,550,000</i>	<i>\$3,550,000</i>	<i>\$18,105,000</i>
SAFETY IMPROVEMENTS (see page 30)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
FISH PASSAGE PROJECTS (see page 30)						
BIKE/PEDESTRIAN IMPROVEMENTS (see page 30)						
PAYMENTS AND MATCHES TO OTHER AGENCIES (see page 31)						
Annual CIP	\$3,955,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$18,355,000
Project Specific Revenue / Grants (see page 31)	\$355,000					\$355,000
Net County CIP Cost	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$18,000,000

Table 7: Right-of-way

CATEGORY: RIGHT OF WAY ¹						
PROJECT	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
None ²						
TOTAL						

Table 8: General Construction

CATEGORY: GENERAL CONSTRUCTION ³						
PROJECT	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
None ⁴						
TOTAL						

¹ Right-of-Way category lists cost estimates for right-of-way acquisition for CIP projects. Right-of-way costs are approximate and based on anticipated property impacts that are not defined in the early stages of project development. These costs are subject to change as design concepts are refined.

² Due to budget limitations in the road fund, there is currently no money available to fund projects in the Right-of-Way category.

³ The General Construction category addresses improvement needs to meet current geometric, pavement, or safety standards. Historically, this category had constituted almost one-third of the CIP allocation, especially when County roads were being upgraded to meet current urban design standards.

⁴ Due to budget limitations in the road fund, there is currently no money available to fund projects in the General Construction

Table 9: Structures

CATEGORY: STRUCTURES ⁵					
PROJECT	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
None ⁶					
TOTAL					

Table 10: Bridge Rehabilitation and Preservation

CATEGORY: PRESERVATION/REHABILITATION FUNDS					
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18
Bridge Rehabilitation and Preservation⁷					
Cash Creek Bridge ⁸			\$165,860		
NBIS Program Prioritized Works ⁹	\$275,000	\$275,000	\$109,140	\$275,000	\$275,000
Subtotal Bridge Rehabilitation and Preservation	\$275,000	\$275,000	\$275,000	\$275,000	\$1,375,000

⁵ The Structures category is generally for new or major replacements of County bridges and/or retaining walls. This category deals with major bridge rehabilitation and replacement as identified and recommended by the National Bridge Inventory System. Seismic deficiencies would also be funded out of this category.

⁶ Due to budget limitations in the road fund, there is currently no money available to fund projects in the Structures category.

⁷ The Bridge Preservation / Rehabilitation subcategory funds maintenance and preservation needs of County bridges.

⁸ The Cash Creek Bridge Replacement project is being funded with Local Highway Bridge Program (LHBP) grant funding with a grant allocation of \$1,449,140. The amount shown is the required local match at 10.27% of the project cost which is \$165,860.

⁹ This line item is for programming bridge maintenance projects as recommended by the National Bridge Inventory System (NBIS). The funds will be utilized to pay for emergency bridge maintenance projects or as local matches required for securing external funding for bridge projects.

Table 11: Overlays and Pavement Rehabilitation

CATEGORY: PRESERVATION/REHABILITATION FUNDS ¹⁰						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
Overlays and Pavement Rehabilitation¹¹						
PMP prioritized Roads ¹²						
Glenwood Boulevard- East 17th Avenue Overlay ¹³	\$2,750,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$14,750,000
	\$605,000					\$605,000
Subtotal Overlays and Pavement Rehabilitation	\$3,355,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$15,355,000

¹⁰ The overall Preservation / Rehabilitation Funds category has three subcategories to address pavement and bridge preservation and rehabilitation needs:

- 1) Overlays and Pavement Rehabilitation
- 2) Bridge Rehabilitation and Preservation
- 3) Covered Bridge Preservation

¹¹ The Overlay and Pavement Rehabilitation subcategory funds annual pavement overlay and rehabilitation projects responding to managed pavement conditions.

¹² The Pavement Management Program (PMP) identifies individual roads needing preservation treatment, treatment types, and timing based on current pavement conditions. This line item shows funds available for pavement preservation after project specific local matches are set aside for externally funded pavement preservation. The Public Works FinPlan assumes \$3.0 million for FY 2013/14 available for pavement preservation and \$3.0 million per year for subsequent fiscal years.

¹³ This project addresses pavement wear and tear on Glenwood Boulevard and an adjacent city road resulting from the I-5 off ramp detour operations via the County facility. The County is administering the \$605,000 Pavement Rehabilitation project which includes a section of East 17th Avenue under City of Springfield jurisdiction. The amount shown is the construction cost which is comprised of a \$105,000 contribution from the City, a \$150,000 contribution from ODOT, a \$100,000 contribution from the Lane County Waste Management Division, and the remaining \$250,000 from the overlays and pavement rehabilitation fund. Intergovernmental agreements have been executed securing the funding from the City of Springfield and ODOT

Table 12: Covered Bridge Rehabilitation

CATEGORY: PRESERVATION/REHABILITATION FUNDS						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
Covered Bridge Rehabilitation¹⁴						
Office Covered Bridge ¹⁵		\$36,315				\$36,315
Unity Covered Bridge ¹⁵	\$22,800					\$22,800
Pengra Covered Bridge ¹⁵		\$24,545				\$24,545
Wildcat Covered Bridge ¹⁶			\$68,655			
Belknap Covered Bridge ¹⁷	\$92,170					\$92,170
Mosby Covered Bridge ¹⁸	\$121,905					\$121,905
Bridge Program Prioritized Covered Bridges ¹⁹	\$38,125	\$214,140	\$206,345	\$275,000	\$275,000	\$1,008,610
Subtotal Covered Bridge Rehabilitation	\$275,000	\$275,000	\$275,000	\$275,000	\$275,000	\$1,375,000
TOTAL-Preservation Rehabilitation Program	\$3,905,000	\$3,550,000	\$3,550,000	\$3,550,000	\$3,550,000	\$18,105,000

¹⁴ The Covered Bridge Preservation subcategory dedicates a portion of the Road Fund to preservation of the seventeen existing covered bridges in Lane County.

¹⁵ These Covered Bridge rehabilitation projects have been funded through National Historic Covered Bridge Preservation (NHCBP) program funds for a total combined grant allocation of \$730,940. The amounts shown are the required local match at 10.27% for each of the projects.

¹⁶ The Wildcat Covered Bridge project is being funded through a combination of NHCBP and HBP funds. The grant allocations include \$330,655 of NHCBP funds and \$269,190 of HBP funds for a total grant allocation of \$599,845. The required local match of 10.27% is \$68,655.

¹⁷ The Belknap Covered Bridge rehabilitation project is also funded through NHCBP program funds for a total grant allocation of \$390,230. The amount shown is a combination of the required local match at 10.27% and additional costs associated with post-tensioning of the bridge which was work identified as necessary after grant funding was awarded. The 10.27% match is \$44,670 and the estimated post tensioning cost is \$47,500.

¹⁸ The Mosby Covered Bridge project is being funded through a combination of NHCBP and HBP funds. The grant allocations include \$897,300 of NHCBP funds and \$167,795 of HBP funds for a total grant allocation of \$1,065,095. The required local match of 10.27% is \$121,905.

¹⁹ This line item shows the remaining Covered Bridge Rehabilitation funds available for programming covered bridge maintenance and preservation projects needed in the future after project specific local matches are deducted from the available annual \$275,000 allocation. These funds are intended to provide emergency maintenance or local matches to secure external funds.

Table 13: Safety Improvements

CATEGORY: SAFETY IMPROVEMENTS²⁰						
PROJECT	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
Safety Improvements Fund ²¹	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
TOTAL	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000

Table 14: Fish Passage Projects²²

CATEGORY: FISH PASSAGE PROJECTS						
PROJECT	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
None ²³						
TOTAL						

Table 15: Bike & Pedestrian Improvements²⁴

CATEGORY: BIKE AND PED IMPROVEMENTS						
PROJECT	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
None ²⁵						
TOTAL						

²⁰ The Safety Improvements category is intended to address funding of localized safety problems that do not require major reconstruction.

²¹ This line item is the net un-programmed safety improvement funds available to respond to minor safety improvements or to provide local matches for any external funding opportunities after project specific expenses are identified. This is consistent with the FinPlan's annual \$50,000 allocation for safety improvements.

²² The Fish Passage Projects category is intended to dedicate Road Fund resources toward replacing culverts under Lane County roads that are believed to impede Coho or Chinook salmon passage. The set-aside amount can be used for future capital bid projects or allows Public Works and partner agencies to plan for and / or seek funding opportunities.

²³ Due to budget limitations in the road fund, there is currently no money available to fund capital projects in the Fish Passage Projects category.

²⁴ The Bike and Pedestrian Improvements category is intended to fund projects that enhance pedestrian and bicycling opportunities. Projects in this category include installation of bike lanes, sidewalks, striping to delineate bike lanes, or the addition of paved shoulders for bike and pedestrian use.

²⁵ Due to budget limitations in the road fund, there is currently no money available to fund projects in the Bike and Pedestrian category.

Table 16: Payments & Matches to Other Agencies

CATEGORY: PAYMENTS AND MATCHES TO OTHER AGENCIES ²⁶						
	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
None ²⁷						
TOTAL						

Table 17: Project Specific Revenues

CATEGORY: REVENUE ²⁸						
PROJECT	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	5 YR Total
Glenwood Blvd. Paving-ODOT Contribution ²⁹	\$150,000					\$150,000
E. 17th Avenue- City of Springfield Works ³⁰	\$105,000					\$105,000
Glenwood Blvd. Paving-Waste Management Contribution ³¹	\$100,000					\$100,000
TOTAL	\$355,000					\$355,000

²⁶ The Payments and Matches to other Agencies category historically funded the County/City Road Partnership Program and the Board's Capital Project Partnership Program (CaPP). Payments in this category were also used for matching funds on grant opportunities for other Agencies.

²⁷ Due to budget limitations in the road fund, there is currently no money available to fund payments and matches to other agencies.

²⁸ The Revenue category shows project funding secured for CIP projects, outside of the road fund resources.

²⁹ This line item reflects ODOT committed contribution towards repaving Glenwood Boulevard as per an existing IGA with the County. Glenwood Boulevard is currently serving as a detour route for the closed I-5 Franklin Boulevard off-ramp.

³⁰ This is the estimated reimbursable construction cost for the overlay of East 17th Avenue (city street) which will likely be administered by the County with a contract packaged with the Glenwood Overlay project.

³¹ This line item is the anticipated participation / contribution from the Lane County Waste Management Division (WMD) for improvements on E 17th Avenue (County section west of Glenwood Blvd).

Table 18: Projects for Development

CATEGORY: PROJECTS FOR DEVELOPMENT													
Project Name	Limit	Category	Estimated Construction Cost	Scope of Work								Description	
				Alignment	Shoulder	Sidewalks	Bike Lane	Turn Lanes	Curb/Gutter	Storm Drainage	Right-of-way		Others
Active projects associated with either a current Planning Study or submitted Grant Application(s)													
Bob Straub Parkway: Mt. Vernon Road Intersection Improvement	Intersection Bob Straub Parkway and Mt. Vernon Road	Safety Improvements	\$150,000 - \$250,000									✓	Construct crosswalks and a Pedestrian Hybrid Beacon warning system to provide a safer crossing and connectivity to a multi-use path along the East side of Bob Straub Parkway.
Highway 126 Bike Path: Southern Alignment	Green Hill Road to Veneta via County Rds.	Bike and Ped Improvements	\$1,500,000 - \$2,500,000				✓						Construct improvements to provide a viable bicycle route between Veneta and Eugene.
London Road Culvert @ Cedar Creek	London Road @ M.P. 5.8	Fish Passage	\$500,000 - \$750,000									✓	Replace deteriorating culverts with fish friendly arch span.
Row River Trail: Separated Grade Crossing @ Row River Rd. M.P. 4.0	Intersection between Row River Road M.P. 4 and Row River Trail	Safety Improvement Structure	\$700,000 - \$1,400,000	✓			✓			✓			Improve intersection safety by constructing a separated grade crossing between the Row River Trail and Row River Road.
Shindler Landing Wayside	State Highway 36 @ M.P. 10.44	General Construction	\$125,000 - \$175,000			✓				✓		✓	Pave parking area, install permanent vault toilet, and provide ADA compliant facilities.
Sweet Creek Road Culvert @ Martin Creek	Sweet Creek Road @ M.P. 2.1	Fish Passage	\$300,000 - \$400,000									✓	Replace deteriorating culvert with fish friendly arch span.
Territorial Highway: Gillespie Corners to Lorane	Territorial Hwy M.P. 32.06 - M.P. 37.77	General Construction	\$9,000,000 - \$9,500,000	✓	✓		✓					✓	ODOT & Lane County partnership to reconstruct this substandard narrow section of Territorial Highway improving safety for multi-modal uses

Table 19: Projects for Development (continued)

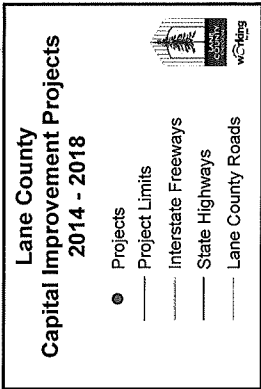
CATEGORY: PROJECTS FOR DEVELOPMENT													
Project Name	Limit	Category	Estimated Construction Cost	Scope of Work								Description	
				Alignment	Shoulder	Sidewalks	Bike Lane	Turn Lanes	Curb/Gutter	Storm Drainage	Right-of-way		Others
Projects addressing ongoing or emergent safety, preservation or operational improvement of County Roads or Bridges													
Hunsaker Lane - Beaver Street Corridor Study	River Road to Division Avenue	Special Studies	\$75,000 - \$150,000									✓	Analyze Hunsaker Lane - Beaver Street in relation to Beltline study, city projects, and overall multi-modal connectivity.
Embankment Failures	County Wide	Preservation / Rehabilitation	Unknown									✓	Repair embankment failures at numerous locations county wide.
Projects included from past Lane County TSP or input from past CIPs from other agencies													
31st / 28th St.	City Limits to Yolanda Ave.	General Construction	\$300,000 - \$450,000			✓	✓	✓	✓			✓	Upgrade to urban standards providing better connectivity between local schools on Yolanda Avenue and new development to the south.
Bolton Hill Road Phase II	Dogwood Ln to UGB	General Construction	\$1,400,000 - \$1,700,000			✓	✓	✓	✓			✓	Upgrade to urban standards providing connectivity to a number of new subdivision proposals.
Green Hill Road	Royal Ave. to Clear Lake	General Construction	\$2,700,000 - \$3,200,000		✓	✓			✓			✓	Upgrade facility by constructing curbs, a separated path and/or shoulder widening to improve connectivity and enhance multi-modal transportation opportunities between Royal Avenue and Clear Lake Road.
High Pass Road	Hwy 99 to Oaklea Dr	General Construction	\$2,300,000 - \$2,800,000			✓	✓	✓	✓			✓	Upgrade to urban standards improving multi-modal connectivity between multiple residential developments and Highway 99.
Laura Street	Lindale Dr to Q St	General Construction	\$800,000 - \$1,300,000			✓	✓	✓	✓			✓	Upgrade to urban standards improving multi-modal connectivity between residential and commercial areas to the north and south.
Prairie Road	Maxwell to Beltline	General Construction	\$1,600,000 - \$2,000,000			✓	✓	✓	✓			✓	Upgrade to urban standards improving multi-modal connectivity as well as freight movement through this heavily traveled truck corridor.

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Project Location Map

PROJECT NOTES AND MAP KEY NUMBERS

- (1) **Austa Road:** Wildcat Covered Bridge on Austa Road has been proposed for rehabilitation and post-tensioning. Grant funding for this work has been secured from the National Historic Covered Bridge Preservation (NHCBP) Program and from the Local Highway Bridge Program (LHBP).
- (2) **Glenwood Boulevard/E. 17th Street:** The project limit includes E. 17th Ave and Glenwood Boulevard near the I-5 off ramp. The project is proposed to address potential pavement deterioration resulting from increased traffic volumes related to the nearby I-5 Willamette River Bridge project. Glenwood Boulevard is currently used as a detour route to Franklin Boulevard due to the closure of the Franklin Blvd. exit ramp during the construction of the Willamette Bridge.
- (3) **Jasper-Lowell Road:** Unity Covered Bridge has been proposed for re-roofing. Lighter weight roofing materials will benefit the bridge by reducing dead load. Grant funding for this work has been secured from the National Historic Covered Bridge Preservation (NHCBP) Program.
- (4) **Layng Road:** Mosby Creek Covered Bridge on Layng Road is load posted at 8 tons. The bridge has been proposed for rehabilitation and post-tensioning. Grant funding for this work has been secured from the National Historic Covered Bridge Preservation (NHCBP) Program and from the Local Highway Bridge Program (LHBP).
- (5) **Marcola Road:** Cash Creek Bridge on this road is in poor condition and has been proposed for replacement. Grant funding for this work has been secured from the Local Highway Bridge Program (LHBP).
- (6) **Old Mill Road:** Office Covered Bridge on Old Mill Road has been proposed for rehabilitation, strengthening of floor beams, and drainage improvements. Grant funding for this work has been secured from the National Historic Covered Bridge Preservation (NHCBP) Program.
- (7) **Place Road:** Pengra Covered Bridge on Place Road has been proposed for re-roofing. Lighter weight roofing materials will benefit the bridge by reducing dead load. Grant funding for this work has been secured from the National Historic Covered Bridge Preservation (NHCBP) Program.
- (8) **W. King Road:** Belknap Covered Bridge on W. King Road has been proposed for rehabilitation and post-tensioning. Grant funding for this work has been secured from the National Historic Covered Bridge Preservation (NHCBP) Program and from the Local Highway Bridge Program (LHBP).



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Project Descriptions

Wildcat Covered Bridge

Austa Road Milepost 0.091
Road Fund Cost \$68,655

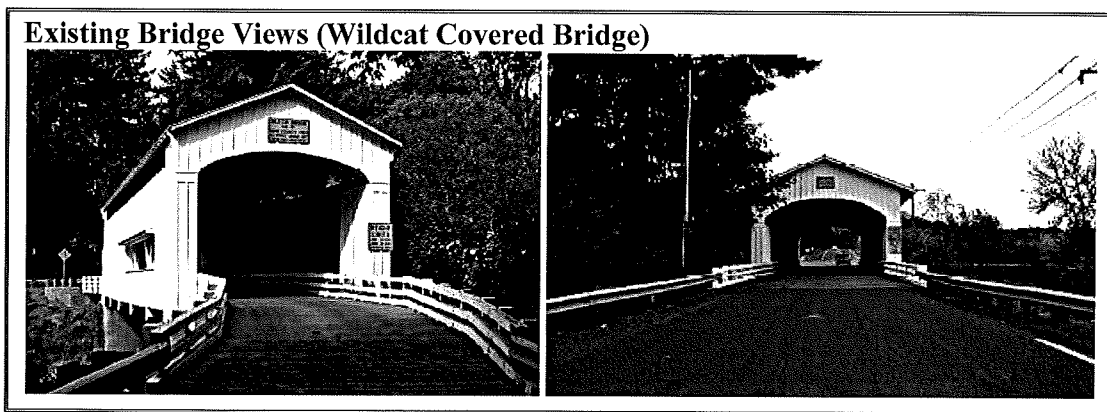
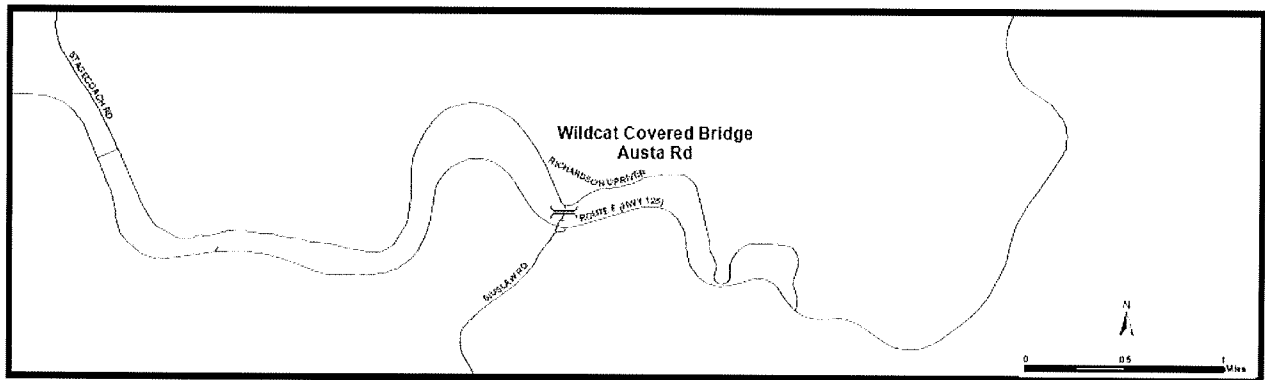
Map Key No. 1

Project Scope: Re-roof Wildcat Covered Bridge and replace deteriorated structural members.

Bridge Name	No.	Road Name	Milepost	FC	Funding Status
Wildcat(Austa)	39C446	Austa Road	0.091	Local	Funded NHCBP/LHBP

Existing Bridge Condition

Name	Length	Width	Height	ADT	Truck	Load	SR
Wildcat	161'	15'	14'	54	1	Posted	25.1



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Define the Problem

Wildcat Covered Bridge is in a deteriorated state due to traffic loads, weathering, vandalism, and pests. The truss members, stringers, and floor beams are all in a state of decay and have insect infestation issues affecting the bridges structural integrity and longevity. Roofing materials on this bridge are at the end of service life and are heavy.

Proposed Solution

The bridge rehabilitation work will include replacement of deteriorated structural truss members, installation of post-tensioning, tuning and adjustment of the truss, deck replacement, fumigation, and roof replacement with lighter roofing materials to reduce dead load. The siding at the portal ends will be replaced and repainted. The project has been funded with National Historic Covered Bridge Preservation (NHCBP) program and Local Highway Bridge Program (LHBP) grants, together with the required 10.27% local matches.

Project Cost (\$,000s)

Project Element	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Preliminary Engineering	\$180			\$180		
Construction Engineering	\$126			\$126		
Construction	\$363			\$363		
Total Cost	\$669			\$669		

Funding Source (\$,000s)

Fund Source	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Road Fund (NHCBP match) ^a	\$38			\$69		
Road Fund (LHBP match) ^a	\$31					
NHCBP Funding ^b	\$331			\$331		
LHBP Funding ^c	\$269			\$269		
Total Fund	\$669			\$669		

Factors for Project Selection^d

Safety Improvement	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>
Provides Bike /Ped Connectivity	<input type="checkbox"/>	Preserves Bridge / Pavement	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	Has Public Requests / Support	<input type="checkbox"/>
Degree of Users Benefit	<input checked="" type="checkbox"/>	Total Factors Considered	7

^a The Road Fund cost shown is the required local match for federal funding, which is calculated at the required match rate of 10.27%. The project costs shown are based on similar projects completed in the past.

^b This project has been approved for National Historic Covered Bridge Preservation (NHCBP) program grant funding.

^c This project has also been approved by the Local Agency Bridge Selection Committee for Local Highway Bridge Program (LHBP) grant funding.

^d Project Selection Factors are shown for informational purposes only. These projects are prioritized based on maintenance recommendations prepared by the bridge inspectors. These bridges have been recommended for repair/rehabilitation in the recent bridge inspection report.

Glenwood Blvd. - East 17th Avenue Overlay Project

MP 0 to 0.693, 0.18 mile city section
Estimated Road Fund Cost \$250,000

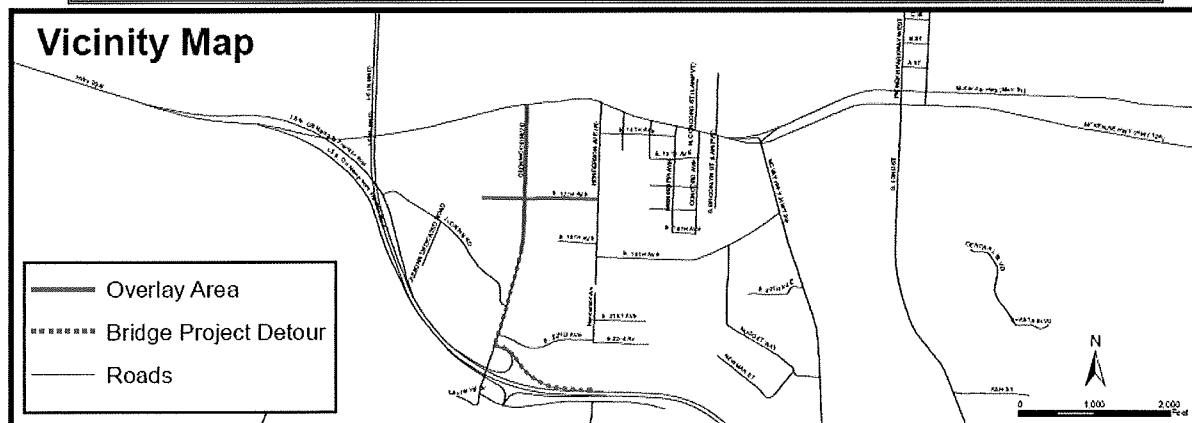
Map Key No. 2

Project Scope: Strengthen the Glenwood Boulevard roadway section using 12" full depth reclamation and a 3" base AC lift (travel lanes only), followed by a 1.5" overlay of the entire surface. Strengthen the E. 17th Ave. roadway section using 12" full depth reclamation and 4" of paving.

Project Limit	MP 0 to 0.368	Road Name	Glenwood Blvd.
Functional Class	Minor Arterial	Project Status	Proposed
Length	0.693 mile	Project Category	Pavement Pres.
Funding Status	Grant / Contribution	Project Number	

Existing Roadway Condition

ADT	4,400	Crash Rate	0.41 crash/mil veh
Pedestrian Traffic		Sidewalks	<input checked="" type="checkbox"/>
PCI	64	Curbs	<input checked="" type="checkbox"/>
Width	40 feet average	Bike Lanes	<input type="checkbox"/>
Right of Way		Parking Lanes	
Pavement Type	AC	Lanes	2



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Define the Problem

Glenwood Boulevard is currently a detour route during the nearby I-5 bridge construction and Franklin Blvd. off ramp closure. Pavement deterioration is anticipated on the roadway during the detour period. E. 17th Ave. is adjacent to Glenwood Blvd. and serves Waste Management's Glenwood facility to the west and is a City of Springfield street which passes in front of LTD's facility to the east. E. 17th Avenue is in need of pavement preservation and rehabilitation work. A maintenance project is needed to extend the life of these pavements.

Proposed Solution

The project proposes to rehabilitate and improve base material and wearing surfaces after the completion of the I-5 Willamette River Bridge construction. The proposed solution for Glenwood Blvd. includes full depth reclamation (FDR) of the road base material, a 3-inch thick asphalt concrete (AC) base lift in the travel lanes, and a 1.5-inch AC wearing course overlay of the entire surface. E. 17th Ave. will include FDR and 4 inches of paving. ODOT and the Waste Management Division are contributing to the project. The City of Springfield may be participating to include the city portion of E. 17th Ave. in the project.

Project Cost (\$,000s)

Project Element	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Preliminary Engineering						
Construction Engineering						
Construction ^a	\$605	\$605				
Total Cost	\$605	\$605				

Funding Source (\$,000s)

Fund Source	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Road Fund (construction) ^b	\$250		\$245			
ODOT IGA contribution ^c	\$150		\$150			
City Funds ^d	\$105		\$105			
Waste Management Funds ^e	\$100		\$100			
Total Fund	\$605		\$605			

Factors for Project Selection

Safety Improvement	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>
Structural Capacity Enhancement	<input type="checkbox"/>	Economic Development	<input checked="" type="checkbox"/>
Congestion Improvement	<input type="checkbox"/>	Supports Tourism, Recreation	<input type="checkbox"/>
Provides Bike /Ped Connectivity	<input type="checkbox"/>	Preserves Bridge / Pavement	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	Has Public Requests / Support ^f	<input type="checkbox"/>
Degree of Users Benefit	<input checked="" type="checkbox"/>	Total Factors Considered	6

^a This is the amount shown in the CIP towards construction costs.

^b This is the estimated Road Fund amount to be allocated from the Pavement Preservation program.

^c This is the maximum reimbursable amount ODOT agreed towards the project pursuant to an IGA between the agency and the County.

^d This amount is the estimated project cost for E. 17th Avenue (city section), which will be reimbursed by the City.

^e This is the amount Lane County Waste Management has pledged to the project to improve E. 17th Ave. access which directly serves the Glenwood facility.

Unity Covered Bridge

Jasper-Lowell Road MP 8.50
Estimated Road Fund Cost \$22,800

Map Key No. 3

Project Scope: Re-roof Unity Covered Bridge.

Bridge Name	No.	Road Name	Milepost	FC	Funding Status
Unity	014721	Jasper-Lowell	8.50	Collector	Funded NHCBP

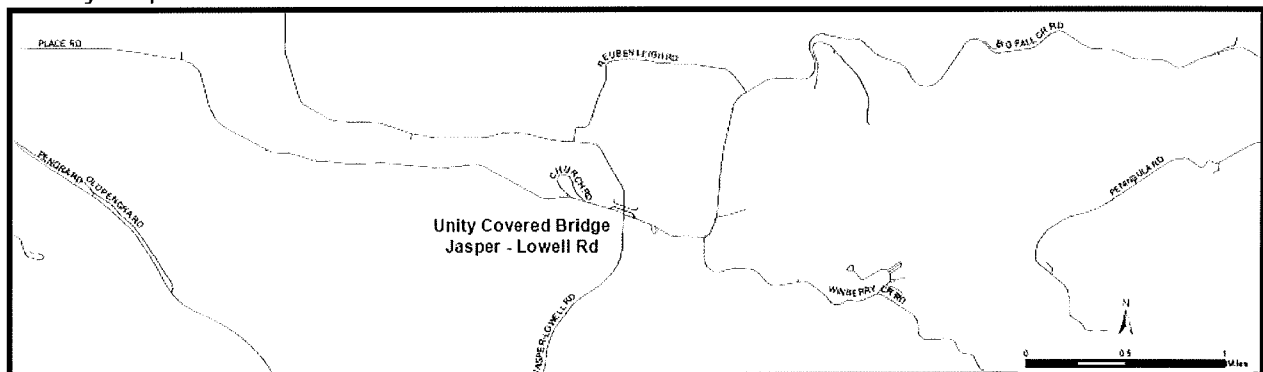
Existing Bridge Condition

Name	Length	Width	Height	ADT	Truck	Load	SR
Unity	162'	20'	17'	211	2	Posted	48.2

Existing Bridge Views (Unity Covered Bridge)



Vicinity map



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Define the Problem

Roofing materials on Unity Covered Bridge are at the end of service life and are in need of replacement. In addition existing roofing materials are heavy and add to bridge dead load.

Proposed Solution

Replace the existing roofing material with lightweight roofing materials, thereby reducing dead load. This strategy will defer costly structural improvements needed in the bridges. This project has been funded with National Historic Covered Bridge Preservation (NHCBP) program grant funding.

Project Cost (\$,000s)

Project Element	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Preliminary Engineering	\$40	\$40				
Construction Engineering	\$49	\$49				
Construction	\$133	\$133				
Total Cost	\$222	\$222				

Funding Source (\$,000s)

Fund Source	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Road Fund (NHCBP match) ^a	\$23	\$23				
NHCBP Funding ^b	\$199	\$199				
Other						
Total Fund	\$222	\$222				

Factors for Project Selection^c

Safety Improvement	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>
Provides Bike /Ped Connectivity	<input type="checkbox"/>	Preserves Bridge / Pavement	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	Has Public Requests / Support	<input type="checkbox"/>
Degree of Users Benefit	<input checked="" type="checkbox"/>	Total Factors Considered	7

^a The Road Fund cost shown is the required local match for federal funding, which is calculated at the required match rate of 10.27%. The project costs shown are based on similar projects completed in the past.

^b This project has been approved for National Historic Covered Bridge Preservation (NHCBP) program grant funding.

^c Project Selection Factors are shown for informational purposes only. These projects are prioritized based on maintenance recommendations prepared by the bridge inspectors. These bridges have been recommended for repair/rehabilitation in the recent bridge inspection report.

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Mosby Creek Covered Bridge

Layng Road MP 0.218
Estimated Road Fund Cost \$121,905

Map Key No. 4

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

Project Limit: MP 0.202 to 0.235
Functional Class: Local
Length: 0.033
Funding Status: Funded
NHCBP/LHBP

Road Name: Layng Road
Project Status: Adopted in FY11
Project Category: Pres and Rehab
Project Number:

Existing Bridge Condition

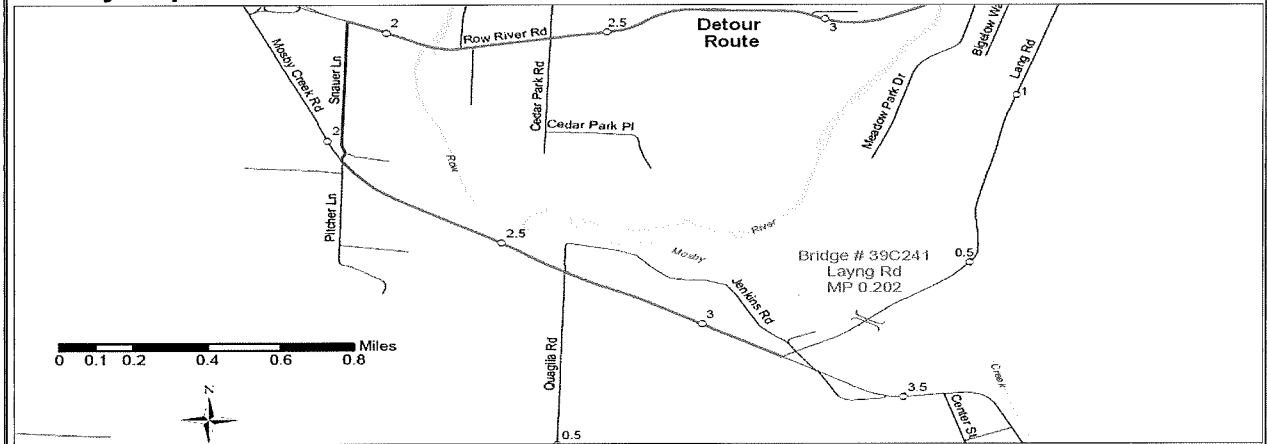
ADT 260
Bridge Type Covered Bridge
SR 25.9
Width 15.1 feet
Span 135 feet

Bridge No 39C241
Truck Traffic 10
Load Rating 8 Ton (operating)
Height 12' 4"

Existing Bridge Views



Vicinity Map



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Define the Problem

Mosby Creek Covered Bridge has deteriorated due to traffic, weathering, vandalism, and pests. Key bridge members such as truss members, stringers, and 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).

Proposed Solution^a

The state of decayed structural members requires a new bridge. However, considering the historic importance of the covered bridge, it may merit restoration by replacing only the members that are decayed or damaged. Decayed stringers, floor beams, and decking will need to be replaced. The bridge will be dismantled during restoration and rebuilt completely with sound structural members and post-tensioning will be added. The bridge roof will also be removed and replaced with a lightweight roof. In addition, the bridge will be repainted.

Project Cost (\$,000s)

Project Element	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Preliminary Engineering	\$252	\$252				
Construction Engineering	\$181	\$181				
Construction	\$754	\$754				
Total Cost	\$1,187	\$1,187				

Funding Source (\$,000s)

Fund Source	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Road Fund (NCHBP match) ^b	\$103	\$103				
Road Fund (LHBP match) ^b	\$19	\$19				
NCHBP Funding ^c	\$897	\$897				
LHBP Funding ^d	\$168	\$168				
Total Fund	\$1,187	\$1,187				

Factors for Project Selection^e

Safety Improvement	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>
Provides Bike /Ped Connectivity	<input type="checkbox"/>	Preserves Bridge / Pavement	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	Has Public Requests / Support	<input type="checkbox"/>
Degree of Users Benefit	<input type="checkbox"/>	Total Factors Considered	8

^a Mosby Creek 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.

^b The Road Fund cost shown is the required local match for federal funding, which is calculated at the required match rate of 10.27%. Project costs shown are based on similar projects completed in the past.

^c This project has been approved for National Historic Covered Bridge Preservation (NHCBP) program grant funding.

^d This project has also been approved by the Local Agency Bridge Selection Committee for an additional \$168,000 from the Local Highway Bridge Program (LHBP).

^e The selection factors are shown for informational purposes only. Bridge projects are typically not ranked, as are other project types for funding priority. Bridge maintenance priority is based on the statewide bridge inspection and reporting program, also known as National Bridge Inventory System, recommendations.

Cash Creek Bridge Replacement

Marcola Road MP 14.158
Estimated Road Fund Cost \$165,860

Map Key No. 5

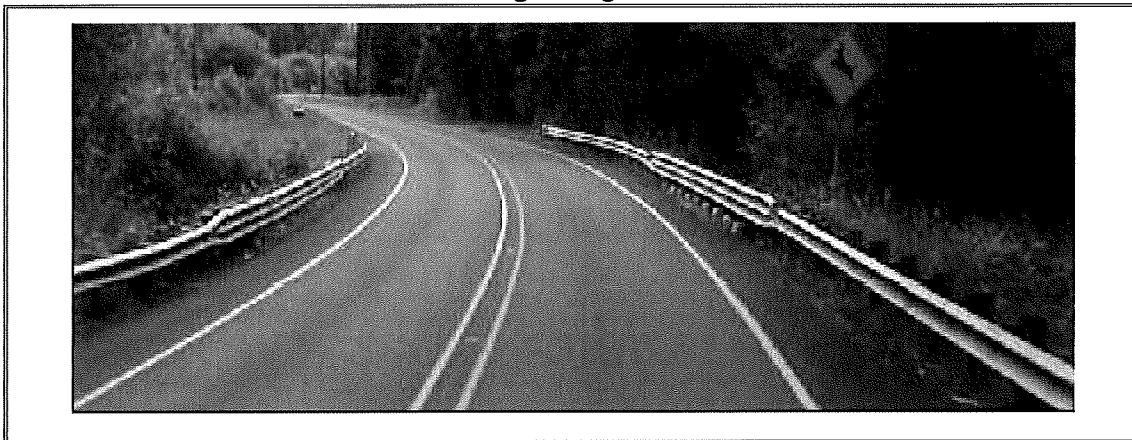
Project Scope: Replace Cash Creek Bridge on Marcola Road.

Project Limit	MP 14.1 to 14.2	Road Name	Marcola Road
Functional Class	Collector	Project Status	Adopted
Length/ area	46 feet	Project Category	Pres and Rehab
Funding Status	Funded LHBP	Project Number	

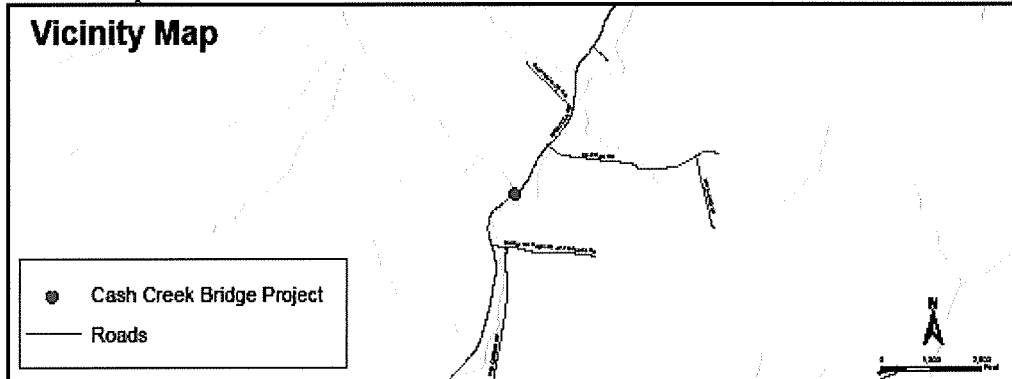
Existing Bridge Condition

ADT	1850	Bridge No	14636A
Bridge Type	Prestressed Concete	Truck Traffic Ave.	410/day
SR	20.3	Load Rating	Would be posted or closed except for temporary shoring
Width	34.8 feet		
Span	46 feet		

Existing Bridge View



Location map



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Define the Problem

Cash Creek Bridge is structurally and functionally deficient and has no detour options. The bridge has been continually experiencing settlement issues. Lane County has installed additional timber posts to provide temporary support to the piles along with other measures to try to stabilize the structure. Existing timber piles are rotting and crushed, the banks are eroding and temporary shoring is being undermined. The bridge is in need of replacement.

Proposed Solution

Replace the bridge with a pre-stressed concrete bridge consistent with current Oregon bridge design standards. The bridge is to be constructed in two stages allowing traffic flow across the creek using a temporary traffic signal, thus avoiding a temporary detour bridge. The new bridge will add load bearing capacity and improve hydraulics.

Project Cost (\$,000s)

Project Element	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Preliminary Engineering	\$378			\$378		
Construction Engineering	\$231			\$231		
Construction	\$1,006			\$1,006		
Total Cost	\$1,615			\$1,615		

Funding Source (\$,000s)

Fund Source	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Road Fund (LCHP match) ^a	\$166			\$166		
LCHP Funding ^b	\$1,449			\$1,449		
Other						
Total Fund	\$1,615			\$1,615		

Factors for Project Selection^c

Safety Improvement	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>
Provides Bike /Ped Connectivity	<input type="checkbox"/>	Preserves Bridge / Pavement	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	Has Public Requests / Support	<input type="checkbox"/>
Degree of Users Benefit	<input checked="" type="checkbox"/>	Total Factors Considered	7

^a The Road Fund cost shown is the required local match for federal funding, which is calculated at the required match rate of 10.27%. The project costs shown are based on similar projects completed in the past.

^b The project has been approved by the ODOT Local Agency Bridge Selection Committee for Local Highway Bridge Program (LHBP) funding. The project was approved to receive LHBP funding in federal fiscal years 2016 through 2018. ODOT is offering to start design in 2013 and proceed with the project upon completion of the design regardless of the year it is programmed, subject to fund availability to advance the project.

^c Project Selection Factors are shown for informational purposes only. These projects are prioritized based on maintenance recommendations prepared by the bridge inspectors. These bridges have been recommended for repair/rehabilitation in the recent bridge inspection report.

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Office Covered Bridge

Old Mill Road MP 0.010

Map Key No. 6

Estimated Road Fund Cost \$36,315

Project Scope: Replace deteriorated structural members on Office Covered Bridge.

Bridge Name	No.	Road Name	Milepost	FC	Funding Status
Office	39C650	Old Mill Road	0.010	Local	Funded NHCBP

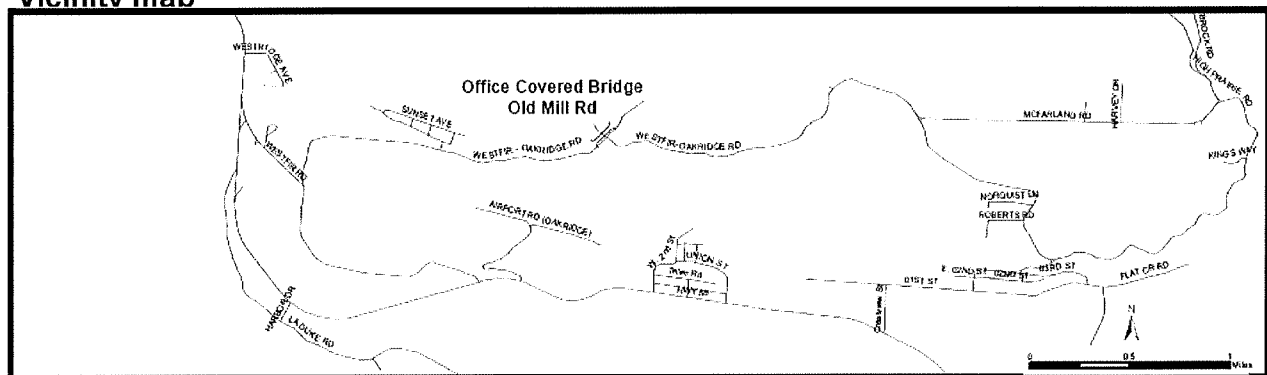
Existing Bridge Condition

Name	Length	Width	Height	ADT	Truck	Load	SR
Office	180'	15'	15.5'	26	1	Posted	38.4

Existing Bridge Views (Office Covered Bridge)



Vicinity map



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Define the Problem

Office Covered Bridge is identified for rehabilitation work to address drainage problems at the bridge ends that are leading to decay, insect damage, and loads resulting from two existing city waterline pipes.

Proposed Solution

The proposed work includes strengthening the floor beams by splicing additional wood members and replacing deteriorated floor beams. Additional work includes installing a drainage system at the ends of the bridge; replacing end post, cap beam and truss diagonal at Bent 1; replacing decayed stringers and floorboards; replacing two interior damaged diagonals; fumigating the structure and repairing insect damage. The project has been funded with National Historic Covered Bridge Preservation (NHCBP) program and Local Highway Bridge Program (LHBP) grants, together with the required 10.27% local matches.

Project Cost (\$,000s)

Project Element	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Preliminary Engineering	\$76		\$76			
Construction Engineering	\$52		\$52			
Construction	\$226		\$226			
Total Cost	\$354		\$354			

Funding Source (\$,000s)

Fund Source	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Road Fund (NHCBP match) ^a	\$36		\$36			
NHCBP Funding ^b	\$318		\$318			
Other						
Total Fund	\$354		\$354			

Factors for Project Selection^c

Safety Improvement	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>
Provides Bike /Ped Connectivity	<input type="checkbox"/>	Preserves Bridge / Pavement	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	Has Public Requests / Support	<input type="checkbox"/>
Degree of Users Benefit	<input checked="" type="checkbox"/>	Total Factors Considered	7

^a The Road Fund cost shown is the required local match for federal funding, which is calculated at the required match rate, of up to 10.27%. The project costs shown are based on similar projects completed in the past.

^b This project has been approved for National Historic Covered Bridge Preservation (NHCBP) program grant funding.

^c Project Selection Factors are shown for informational purposes only. These projects are prioritized based on maintenance recommendations prepared by the bridge inspectors. These bridges have been recommended for repair/rehabilitation in the recent bridge inspection report.

Pengra Covered Bridge

Place Road MP 0.042

Map key No. 7

Estimated Road Fund Cost \$24,545

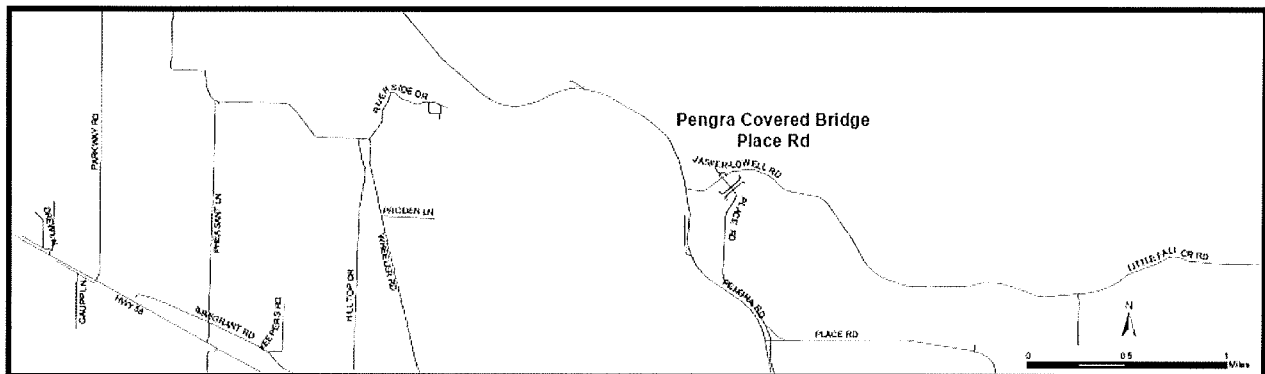
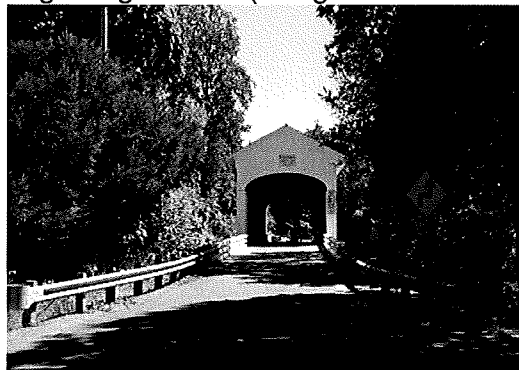
Project Scope: Re-roof Pengra Covered Bridge.

Bridge Name	No.	Road Name	Milepost	FC	Funding Status
Pengra	39C004	Place Road	0.042	Collector	Funded NHCBP

Existing Bridge Condition

Name	Length	Width	Height	ADT	Truck	Load	SR
Pengra	120'	20'	14.5'	85	1	Posted	42.4

Existing Bridge Views (Pengra Covered Bridge)



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Define the Problem

Roofing materials on Pengra Covered Bridge are at the end of service life and are in need of replacement. In addition existing roofing materials are heavy and add to bridge dead load.

Proposed Solution

Replace the existing roofing material with lightweight roofing materials, thereby reducing dead load. This strategy will defer costly structural improvements needed in the bridges. This project has been funded with National Historic Covered Bridge Preservation (NHCBP) program grant funding.

Project Cost (\$,000s)

Project Element	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Preliminary Engineering	41		41			
Construction Engineering	51		51			
Construction	147		147			
Total Cost	239		239			

Funding Source (\$,000s)

Fund Source	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Road Fund (NHCBP match) ^a	25		25			
NHCBP Funding ^b	214		214			
Other						
Total Fund	239		239			

Factors for Project Selection^c

Safety Improvement	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>
Provides Bike /Ped Connectivity	<input type="checkbox"/>	Preserves Bridge / Pavement	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	Has Public Requests / Support	<input type="checkbox"/>
Degree of Users Benefit	<input checked="" type="checkbox"/>	Total Factors Considered	7

^a The Road Fund cost shown is the required local match for federal funding, which is calculated at the required match rate, of up to 10.27%. The project costs shown are based on similar projects completed in the past.

^b This project has been approved for National Historic Covered Bridge Preservation (NHCBP) program grant funding.

^c Project Selection Factors are shown for informational purposes only. These projects are prioritized based on maintenance recommendations prepared by the bridge inspectors. These bridges have been recommended for repair/rehabilitation in the recent bridge inspection report.

Belknap Covered Bridge

W. King Road MP 0.01
Estimated Road Fund Cost \$92,170

Map Key No. 8

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

Project Limit: MP 0.01 –MP 0.05
Functional Class: Local
Length: 0.033
Funding Status: Funded NHCBP

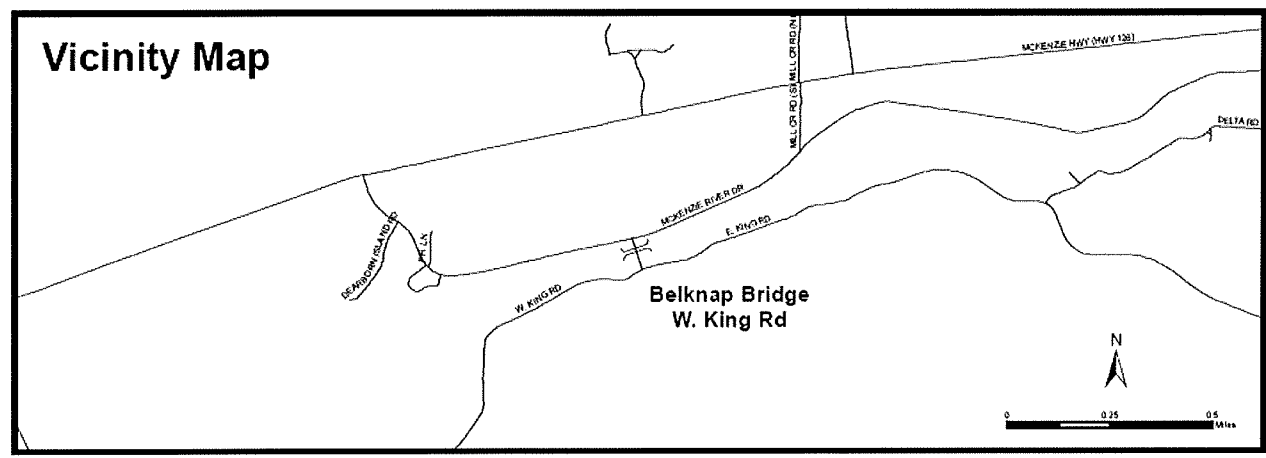
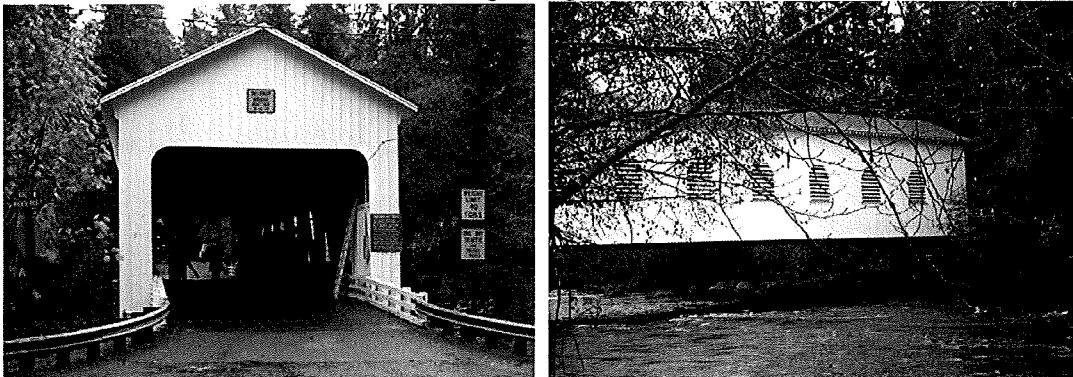
Road Name: W. King Road
Project Status: Adopted
Project Category: Pres and Rehab
Project Number:

Existing Bridge Condition

ADT 240
Bridge Type Covered Bridge
SR 22.5
Width 23 feet
Span 135 feet

Bridge No 39C123
Truck Traffic 10
Load Rating 11 Ton (operating)
Height 15.7'
Length 181

Existing Bridge Views



LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Define the Problem

This bridge has deteriorated due to traffic, weathering, vandalism, and pests. Key bridge members such as truss members, stringers, and floor beams are in a state of decay that is affecting its load carrying capacity. Currently, the bridge is posted for a load restriction of 11 tons for all vehicles. The out-of-direction travel due to the load posting is 4.3 miles.

Proposed Solution^a

Bridge rehabilitation work includes replacement of deteriorated structural truss members, installation of permanent post-tensioning, adjustment and tuning of the truss, replacement of floor boards and stringers as needed, fumigation, repainting of house and tendon rods.

Project Cost (\$,000s)

Project Element	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Pre-Engineering	\$125	\$125				
Construction Engineering	\$56	\$56				
Construction	\$301	\$301				
Total Cost	\$482	\$482				

Funding Source (\$,000s)

Fund Source	Total	FY13-14	FY14-15	FY15-16	FY16-17	FY17-18
Road Fund (NCHBP match) ^b	\$92	\$92				
NCHBP Funding ^c	\$390	\$390				
Other						
Total Fund	\$482	\$482				

Factors for Project Selection^d

Safety Improvement	<input type="checkbox"/>	Plan Consistency	<input checked="" type="checkbox"/>
Structural Capacity Enhancement	<input checked="" type="checkbox"/>	Economic Development	<input type="checkbox"/>
Congestion Improvement	<input checked="" type="checkbox"/>	Supports Tourism, Recreation	<input checked="" type="checkbox"/>
Provides Bike /Ped Connectivity	<input type="checkbox"/>	Preserves Bridge / Pavement	<input checked="" type="checkbox"/>
Leverages Other Projects/Funds	<input checked="" type="checkbox"/>	Has Public Requests / Support	<input type="checkbox"/>
Degree of Users Benefit	<input type="checkbox"/>	Total Factors Considered	7

^a The Belknap Covered Bridge is a candidate for rehabilitation 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.

^b The Road Fund cost shown is the required local match for federal funding, which is calculated at the required match rate, of up to 10.27% plus an additional \$47,500 for costs associated with post-tensioning of the bridge. Post-tensioning was work identified after grant funding had been allocated. Post-tensioning will improve load capacity. The project costs shown are based on similar projects completed in the past.

^c This project has been approved for National Historic Covered Bridge Preservation (NHCBP) program grant funding

^d The selection factors are shown for informational purposes only. Bridge projects are typically not ranked, as are other project types for funding priority. Bridge maintenance priority is based on the statewide bridge inspection and reporting program, also known as National Bridge Inventory System, recommendations.

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Appendix A

Past CIP Project Status

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

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Table 20: Project History and Status

Project	CIP Schedule FY	CIP Start Const	CIP Amount	Contract Authorized Amount	Completed Year	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
Coyote 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	NA	NA	NA	
London Road, mp 11.25 (OTIA III)			\$225,000							
London Road, mp 13.01(OTIA III)	2007	2007	\$1,500,000	\$1,939,549	2009	Complete		\$1,977,451	\$1,977,451	
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			Complete				
Row River Bridge, mp 16.64 (OTIA III)	2005	2006	\$799,000	\$1,430,832	2008	Complete		\$1,745,853	\$1,745,853	
Sharps Creek Road, mp 6.48 (OTIA III)	2005	2006	\$606,000	\$931,086	2008	Complete		\$872,732	\$872,732	
Sharps Creek Road, mp 8.72 (HBRR)	2007	NA			2008	Cancelled	NA	NA	NA	
Sweet Creek Retaining Wall	2012	2012	\$3,905,000	\$5,141,286		Under Const.				WFLHD funded
Goodpasture Covered Bridge	2012	2012	\$205,000	\$1,290,890		Under Const.				LHB and NHCBP funded project; includes PE and CE costs
Deadwood Creek Covered Bridge	2012	2012	\$25,000			Complete	\$12,681	\$110,794	\$123,475	NHCBP funded project
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	Complete	\$829,863		\$829,863	
Bob Straub Parkway, Environmental mitigation	2007		\$385,000	NA	NA	Deleted	NA	NA	NA	Project bundled with WMD projects
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 overlay

ⁱ Actual construction start year

LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Project	CIP Schedule FY	CIP Start Date	CIP Amount	Contract Authorized Amount	Completed Year	Status	Final Cost (Year To Date)			Remarks
							Road Fund	Other Source	Total	
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	
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
Schindler Landing Wayside	2014		\$105,200			On Hold				Project Needs Funding
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				Complete	\$328,417		\$328,417	
Irving Road / NW Expressway Railroad Crossing	2008	2011	\$130,000	\$984,371		Complete	\$127,106	\$806,735	\$933,841	ODOT Bid
Traffic Signal Improvement Project	2012	2012	\$25,000	\$195,701		Complete	\$20,145	\$176,009	\$196,154	
Bob Straub Parkway/Mt. Vernon Pedestrian Safety			\$20,540			On Hold				Project Needs Funding
Preservation / Rehabilitation										
Delta Hwy Overlay	2006	2006	\$1,556,000		2007	Complete	\$1,148,734		\$1,148,734	LGIP deposit to ODOT
Harlow / Hayden Bridge Road	2008	2010	\$337,000	\$913,227		Complete	\$83,094	\$830,133	\$913,227	STP-U and ARRA funds
Winberry Creek Road	2012	2012	\$480,000	\$480,000		Complete	\$60,460	\$480,000	\$480,000	WFHD funds
Row River Road	2012	2012	\$205,000	\$205,000		Complete	\$1,033,810	\$205,000	\$1,238,810	WFHD funds
30 th Ave. Overlay	2013	2013	\$755,200			In Bid Process				STP-U Funding, ODOT Bid, added ODOT work by IGA
Fish Passage Projects										
Nelson Mountain Road (Knapp Creek) mp 5.8-5.9	2007		\$50,000			Delete				Replaces Nelson Mountain Knapp Creek

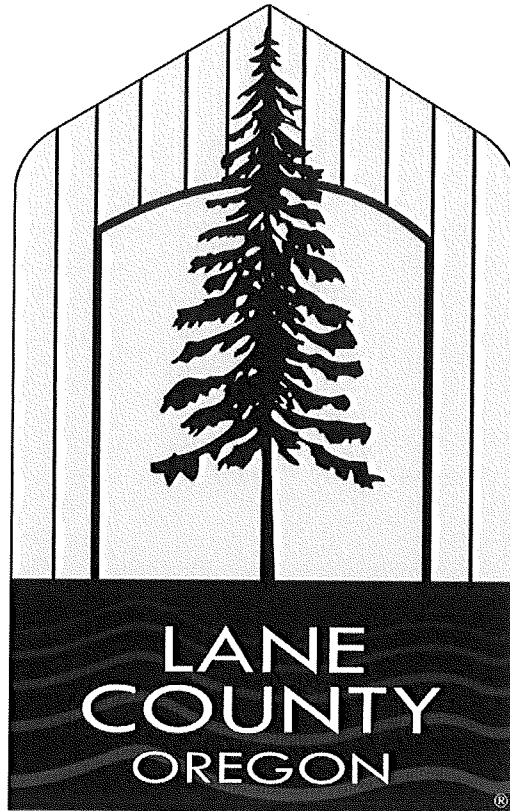
LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM

Project	CIP Schedule FY	CIP Start Cons	CIP Amount	Contract Authorized Amount	Completed Year	Status	Final Cost (Year To Date)			Remarks
							Road Fund	Other Source	Total	
Thompson Creek Fish Culvert	2008	2009	\$275,000	County Force	2009	Complete	\$85,660	\$141,400	\$227,060	project
Five Rivers Road Fish Passage	2008	2011	\$900,000	\$816,331	2012	Complete	\$781,770		\$781,770	
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 8 th	2006	2008	\$275,000		2008	Complete	\$273,614		\$273,614	Paid in full
Lowell Assisted Housing	2008		\$325,000				\$325,000		\$325,000	Paid in full
Payment to Other Government Agencies										
42 nd Street Signal at Eug./Sprfld. Hwy westbound on-ramp										
County City Road Partnership Payment										researching
OTIA III Pass-through Payments to Cities										Paid in full
Springfield/ Creswell Hwy Bike/ Pedestrian Facility at I-5	2005					Deleted				researching
Wayne Morse Federal Courthouse	2005	2005	\$1,600,000		2008	Complete	\$1566,399		\$1,566,399	Dropped
Coburg I-5 Interchange Area	2010		\$1,030,000			Deleted				Paid in full
										Dropped in FY 2011
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				
Warthen Road, Territorial Hwy to Knight Rd	2005					Deleted				
Wendling Road, Marcola to Pascheke Road	2005					Deleted				
Hyacinth Street Sidewalk In	2013	2013	\$448,000			In Bid Process				ODOT Bid

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LANE COUNTY PUBLIC WORKS CAPITAL IMPROVEMENT PROGRAM



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