

W. 5. H. 2

Memorandum Date: June 28, 2010  
Order Date: July 7, 2010

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**TO:** Board of County Commissioners  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** Bill Morgan, County Engineer  
**AGENDA ITEM TITLE:** ORDER/In the Matter of Authorizing Applications for Funding from the Federal Highway Administration under the 2010 Oregon Forest Highway Program for Culvert Replacement and Wayside Improvement Projects on Identified Roads.

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**I. MOTION**

Move approval of the Order (Attachment A).

**II. AGENDA ITEM SUMMARY**

The Oregon Forest Highway Program is soliciting project proposals for construction in FY 2013 and beyond. The program receives an average of \$20 million annually. Of this amount, about \$2 million is available for construction each year. The purpose of the Forest Highway Program is to provide safe and adequate transportation access to and through the National Forest System (NFS) lands for visitors, recreationists, resource users, and others, which is not met by other transportation programs. Forest highways assist rural and community economic development and promote tourism and travel. Reconstruction, rehabilitation, safety, and preservation projects are all eligible.

Public Works staff requests approval to apply for up to \$775,000 of the funding for three separate projects.

- |  |           |
|--|-----------|
| 1. Five Rivers Road - culvert replacements at MP 1.75, MP 2.72, MP 3.13, MP 3.90 and MP 5.18 | \$600,000 |
| 2. Schindler Landing Project   | \$100,000 |
| 3. Tide Wayside Enhancement  | \$ 75,000 |

**III. BACKGROUND/IMPLICATIONS OF ACTION**

**A. Board Action and Other History**

The Public Works Department has utilized these funds in the past to help defray costs related to capital improvements on County roads within the NFS. Past projects include safety improvements on Brice Creek Road and West Boundary Road.

**B. Policy Issues**

The Lane County Transportation System Plan (TSP) adopted by the Board in June 2004 provides supportive policy language as follows:

*Goal 1: Maintain the safety, physical integrity, and function of the county road network through the routine maintenance program, the Capital Improvement Program, and the consistent application of road design standards.*

*Policy 1-c: Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance, and repair.*

**C. Board Goals**

This action supports the Strategic Plan overall goal to protect the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure. (*Lane County Strategic Plan 2001-2005, pg. 13*)

Generally, this action supports Strategic Plan Core Strategy D4 - Pursue intergovernmental revenue and private donations by applying for federal money for the project.

**D. Financial and/or Resource Considerations**

The anticipated amount requested would be approximately \$775,000 for the three projects. The projects are being submitted individually and will compete on their own merits in the selection process. The estimated costs cover construction costs only and Lane County will provide labor, equipment and materials for design, permits, construction inspection and post construction activities. No match is required for this program but Lane County staff is proposing to provide some matching funds for the proposed projects. Staff time would be associated with preparation of the funding application materials and any follow-up processing, such as intergovernmental agreements, as well as incorporating the project into the Capital Improvement Program. The funding is for capital projects that would be designed by Lane County and put out to bid as a capital project. County field engineering staff would inspect contractor's work. No new or additional county staffing needs would result.

**E. Analysis**

**Five Rivers Road - Culvert replacements at MP 1.75, MP 2.72, MP 3.13, MP 3.90 and MP 5.18 - \$600,000**

This project involves the replacement of five deteriorated culverts located on Five Rivers Road. Five Rivers Road is identified by the Siuslaw National Forest as Federal Highway Route #168. Lane County Public provides ongoing maintenance of Five Rivers Road. The road provides access to area residents and recreational users of Siuslaw National Forest. It is also an important access for those who hunt and fish in the area. At the five culvert locations on Five Rivers Road, Lane County has determined the

existing culverts need to be replaced due to deteriorated conditions. At the same time each culvert location prevents fish from reaching additional critical spawning areas. The project will assist in maintaining the structural integrity of Five Rivers Road and protect the adjacent habitat from road failures and/or slides. It is expected replacing the culverts with fish friendly ones will open up approximately 3.8 stream miles for coho and cutthroat species.

Preliminary scoping has been completed on the project. The estimated costs are based on Public Works current costs for previous fish culverts completed by Lane County staff. Public Works is proposing to provide \$516,528 in matching funds for the project. The proposed project timeline anticipates construction in 2013. Public Works will develop the project more fully during the project development period. Project elements such as right-of-way needs, utility conflicts and final alignment will be determined at a later date and will follow Public Works public involvement processes as well as appropriate Board of Commissioners approvals.

It is anticipated there will be some need for permanent easements or additional right-of-way to provide access to the culverts for ongoing maintenance.

Total costs for the project is estimated to be \$1,116,528. Forest Highway funds requested amount to \$600,000 or 53.7% of the total project costs. The remaining \$516,528 will be paid out of the Road Fund.

#### **Parks - Wayside Rest Area Improvements - \$175,000**

Through adoption of the Lane County Transportation System Plan, the Board has established that maintenance of the road system is a core priority for the use of the Road Fund and Department resources. Any additional revenue that can be generated from grant opportunities frees up the Road Fund for other projects.

Lane County Parks reviewed current forest highway route needs and would like to submit one application for Schindler Landing Project and one application for Tide Wayside Enhancement. These projects propose to pave the existing gravel parking area, stripe the parking area to provide at least one ADA compliant parking space, and install sidewalk leading to a permanent ADA compliant "vault" toilet rest room.

The total project cost for Schindler Landing Project is estimated to be \$110,000. Forest Highway funds requested amount to \$98,703 or 89.73% of the total project cost. The remaining \$11,297 will be paid for out of the Road Fund.

The total project cost for Tide Wayside Enhancement is estimated to be \$82,500. Forest Highway funds requested amount to \$74,028 or 89.73% of the total project cost. The remaining amount of \$8,472 will be paid for out of the Road Fund.

There is no anticipated need for additional right-of-way.

As required by the application process, the Siuslaw National Forests have indicated their support for these projects.

**1. What is the match requirement, if any, and how is that to be covered for the duration of the grant?**

There are no required matches for this program. Public Works is proposing to provide matching funds of 46.3% for the Five Rivers Road project and matching funds of 10.27% each for the Schindler Landing and Tide Wayside Enhancement projects. All matching fund amounts will come from the Road Fund.

**2. Will the grant require expenditures for Material and Services or capital not fully paid for by the grant?**

The Five Rivers project will be completed by the construction bid process and is expected to be fully reimbursable according to the match split (53.7/46.3) Schindler Landing Project and Tide Wayside Enhancement projects will be completed by the construction bid process and is expected to be fully reimbursable according to the match split (89.73/10.27).

**3. Will the grant funds be fully expended before county funds need to be spent?**

Yes. This will be covered under a reimbursement agreement where the Road Fund will be used to reimburse the State for project costs according to the match split for Road Maintenance (53.7/46.3) and for Parks (89.73/10.27).

**4. How will the administrative work of the grant be covered if the grant funds don't cover it?**

Grant funds will cover this activity in proportion to the match split for Road Maintenance (53.7/46.3) and for Parks (89.73/10.27).

**5. Have grant stakeholders been informed of the grant sunset policy so there is no misunderstanding when the funding ends? Describe plan for service if funding does not continue.**

The grant is a one-time, project specific allocation that will need to be completed within the agreed to timeline. There is no expectation that there will be continued funding.

**6. What accounting, auditing and evaluation obligations are imposed by the grant conditions?**

A final report is required under the grant conditions. The report will include a description of the work completed, financial summary, photo documentation and any historical information about the structure.

**7. How will the department cover the accounting, auditing and evaluation obligations? How are the costs for these obligations covered, regardless whether they are in the department submitting the grant or a support service department? Does the department acknowledge that the county will need to cover these costs and it is an appropriate cost incurred by support service departments?**

These activities will be managed by Public Works staff utilizing, among other tools, the cost accounting system, Field Engineering staff and Road Maintenance staff. Costs associated with these activities will be covered by

the grant according to the match split for Road Maintenance (53.7/46.3) and for Parks (89.73/10.27).

8. Are there any restrictions against applying the county full cost indirect charge?  
No.

9. Are there unique or unusual conditions that trigger additional county work effort, or liability, i.e., maintenance of effort requirements or supplanting prohibitions or indemnity obligations?

We have not seen what the intergovernmental agreement language is yet, but in dealing with US Department of Transportation on other programs we have worked out language for these subjects that has been acceptable to both parties. We anticipate the same to be true for this grant.

10. Grants involving technology issues require Information Services department review and approval prior to submission to the Board to ensure compatibility with existing county systems and development tools.

This is not an IS related project.

11. Information Services department sign-off is required for all agenda items requesting funding for new or enhanced computer applications/systems that will interface with existing county systems/infrastructure.

This is not an IS related project.

12. If this is a grant funded computer/software applications project,

a. Who is the project sponsor? Who will assume responsibility for the new system after it is developed? Not Applicable

b. Who will actually develop the new system/application? Not Applicable

c. What will happen to the software application/system after the grant funding has ended? Not Applicable

d. Who will pay for ongoing maintenance and staff costs, if any? Not Applicable

#### **IV. Alternatives/Options**

1. Approve the proposed Order
2. Approve a modified version of the Order
3. Decline to adopt the proposed Order

#### **V. TIMING/IMPLEMENTATION**

July 30, 2010 is the deadline for submittal of the application materials. Projects must be ready to construct by Federal Fiscal Year 2013 and beyond.

**VI. RECOMMENDATION**

Option 1 is recommended. This would authorize the submittal of all the proposals by the deadline.

**VII. FOLLOW-UP**

The Board Order is written so as to authorize the County Administrator to sign the grant applications and the necessary intergovernmental agreements if successful. Upon successful selection, we will incorporate the project(s) into the next Capital Improvement Program adoption process and will follow appropriate public approval processes.

**VIII. ATTACHMENTS**

1. Board Order
2. FHWA Letter - call for proposals
3. Project Applications

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON

ORDER NO.

- ) ORDER/In the Matter of Authorizing Applications for
- ) Funding from the Federal Highway Administration under
- ) the 2010 Enhancement Project under the Oregon Forest
- ) Highway Program for Culvert Replacement and Wayside
- ) Improvement Projects on Identified Roads.

**WHEREAS**, the Board desires to seek out grant opportunities to help defray the costs of maintaining County roads; **and**

**WHEREAS**, Federal Highway Administration has invited applications for the 2010 Oregon Forest Highway Enhancement Program due July 30, 2010; **and**

**WHEREAS**, Lane County staff prepared three applications for the following projects amounting to \$775,000:

- |  |           |
|--|-----------|
| 1. Five Rivers Road – culvert replacements at MP 1.75, MP 2.72, MP 3.13, MP 3.90 and MP 5.18 | \$600,000 |
| 2. Schindler Landing Project   | \$100,000 |
| 3. Tide Wayside Enhancement  | \$ 75,000 |

**WHEREAS**, Lane County staff has prepared and will submit the applications prior to the deadline of July 30, 2010;


**NOW THEREFORE, BE IT**

**ORDERED**, that the Board of Commissioners authorizes the submittal of said applications; **and**

**ORDERED**, if any or all requests are approved, the County Administrator is authorized to sign the applications and the necessary intergovernmental agreement(s) to proceed with the project(s).

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 2010

\_\_\_\_\_  
Chair  
Lane County Board of Commissioners

APPROVED AS TO FORM
Date <u>6-30-10</u> Lane County

OFFICE OF LEGAL COUNSEL



U.S. Department  
of Transportation

**Federal Highway  
Administration**

**Western Federal Lands Highway Division**

610 East Fifth Street  
Vancouver, WA 98661-3801  
(360) 619-7700 Fax: (360) 619-7846

May 3, 2010

In Reply Refer to: HFL-17

US Forest Service – Forest Supervisors and District Rangers  
Oregon Department of Transportation – Region Managers, Area Managers, District Managers  
County – Commissioners, Roadmasters, Public Works Directors

Greetings:

**2010 Enhancement Project Proposals  
Oregon Forest Highway Program**

The Oregon Forest Highway Program is soliciting project proposals for construction in FY 2013 and beyond. Enclosed are the Forest Highway Enhancement Project Proposal form and evaluation criteria. Also enclosed is an approved Oregon Forest Highway Program, which shows scheduled projects. The projects identified on this list do not need to be resubmitted.

The Oregon Forest Highway program receives an average of \$20 million annually. Of this amount, enhancement projects comprise approximately 10% of the program, or about \$2 million per year. The purpose of the Forest Highway Program is to provide safe and adequate transportation access to and through the National Forest System (NFS) lands for visitors, recreationists, resource users, and others, which is not met by other transportation programs. Forest highways assist in rural and community economic development. They also promote tourism and travel. Proposed projects should also be identified in a transportation plan, Forest Plan, and/or County Comprehensive plan.

Enhancements are road related improvements such as, but not limited to, interpretative signing, kiosks, viewpoints, restrooms, trailheads, and culvert replacements for environmental improvements. Scenic Byway corridor improvements are another category of enhancements. Forest Highway enhancements are designed to benefit the Forest Highway users.

Proposed projects must be located on, or in close proximity to a designated Forest Highway Route. A map showing the currently designated routes is at the following web site:

<http://www.wfl.fhwa.dot.gov/programs/plh/fh/documents/or/OR-Base.pdf>

**MOVING THE  
AMERICAN  
ECONOMY**



All proposals must be submitted jointly by the US Forest Service and the State, County or other project sponsor that has jurisdiction over the road segment or project site involved. The project sponsor is an agency with the authority to finance, build, operate, and maintain a public highway. The project sponsor is also responsible for right-of-way acquisition and long-term maintenance.

Enhancement projects are typically delivered by one of the sponsoring agencies. However, Western Federal Lands can be the project lead. Regardless of which agency is the project lead, Western Federal Lands will review and approve all environmental documentation. If the Forest Service or the Oregon Department of Transportation is the project lead, then they will need to develop the environmental documentation in accordance with Western Federal Lands' guidance. If the County is the project lead, Western Federal Lands would prepare the environmental documentation.

Projects in all funding amounts will be considered and evaluated. In addition to construction funds, funding for project development and construction administration will also be provided. However, due to limited program funding amounts, projects will receive additional consideration when funding leveraged from other sources is also available.

The Forest Highway Program Committee will evaluate and prioritize the proposed projects according to five goal areas: Safety, Preservation, Economic Development, Mobility, and Environmental Quality (see enclosed Evaluation criteria). The Committee includes representatives from the Western Federal Lands Highway Division of the Federal Highway Administration, Oregon Department of Transportation, U.S. Forest Service and Association of Oregon Counties.

After the project proposals are evaluated and prioritized, the Forest Highway Tri-Agency Committee will program the prioritized projects while also considering such things as agency priorities, applicant's share of project costs, availability of funds, project development delivery schedules, and environmental and right-of-way time constraints.

Send four (4) copies of the completed proposal with all required maps and signatures to:

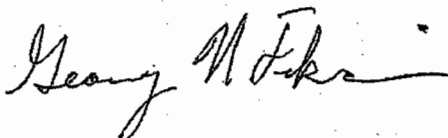
George Fekaris  
Transportation Planner  
FHWA-Western Federal Lands  
610 East Fifth Street  
Vancouver, WA 98661

The completed application must be postmarked by **July 30, 2010**. Letters of support may also be attached. The best available data should be used in completing the enhancement project proposal form.

Should you have any questions, please contact the Forest Highway coordinator for your agency:

US Forest Service, Region 6	Sandra Wilson Musser	(503) 808-2738
Association of Oregon Counties	Jon Oshel	(503) 585-8351
Oregon Dept. of Transportation	Patricia Fisher	(503) 986-3528
Federal Highway Administration	George Fekaris	(360) 619-7766

Sincerely yours,



George Fekaris  
Transportation Planner

Enclosures:

OR Forest Highway Program  
2010 OR Forest Highway Enhancement Project Proposal Form  
2010 Enhancement Project Evaluation Criteria

ec: Sam Carlson, Director of Engineering, USFS Region 6, Portland, OR  
Christy Darden, Deputy Director of Engineering, USFS Region 6, Portland, O  
Sandra Wilson Musser, Geotech & Dams Group Leader, USFS, Region 6, Portland, OR  
Ed Fischer, State Traffic & Roadway Engineer, ODOT, Salem, OR  
Patricia Fisher, Transportation Enhancement Program Manager, ODOT, Salem, OR  
Jon Oshel, County Road Program Manager, AOC, Salem, OR  
Tom Blust, Road Department Director, Deschutes County, Bend, OR  
Steve Baumann, Financial Specialist, FHWA, Salem, OR  
Frances Sakaguchi, Local Programs Manager, FHWA, Salem, Or  
Phyllis Chun, Planning & Programs Manager, WFLHD  
Pete Field, Transportation Planner, WFLHD  
John Murphy, Forest Highway Program Manager, WFLHD  
Ted Wood, Project Management Engineer, WFLHD  
Dennis Quarto, Project Development Engineer, WFLHD  
Cheryl Clark, Technical Systems Engineer, WFLHD

# 2010 OREGON FOREST HIGHWAY ENHANCEMENT PROJECT PROPOSAL

(To be completed jointly by Forest Service and State/County/Local Agency)

<b>Forest Highway Inventory Name:</b>		Five Rivers Road	
<b>FH Route #</b>	168	<b>Local Route #</b>	County Road Number - 5141
<b>Project Name:</b> Five Rivers Road Culverts at M.P. 1.75, M.P. 2.72, M.P. 3.13, M.P. 3.90 & M.P. 5.18			
<b>Agency with Jurisdiction:</b> (Consider road/facility ownership, and operation, law enforcement. Check all that apply.)			
<input checked="" type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Agency currently maintaining roadway/facility:</b> (Check all that apply.)			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Sponsor:</b> (Entity with authority to finance, build, acquire right-of-way, or maintain a public highway. Sponsor will assume jurisdiction and maintenance of the improved roadway. Check all that apply.)			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Project is identified within the following</b> (Check all that apply and show plan name):			
<input type="checkbox"/> State Transportation Plan:			
<input type="checkbox"/> Land Management Plan:			
<input checked="" type="checkbox"/> County Transportation System Plan:			
<input type="checkbox"/> County Comprehensive Plan:			
<b>Considering the entire Forest transportation network, this project's priority is...</b>		<input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low	<b>Considering the entire State regional or County transportation network, this project's priority is...</b> <input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low
<b>Primary visitor destinations:</b>		Siuslaw National Forest	
<b>Project Termini</b> (M. P.'s or landmarks)	Begin	0.00	<b>Project Length</b> (miles)    5.70
	End	5.70	
<b>The lead agency for project delivery is typically one of the sponsoring agencies. If recommending a different agency be lead, indentify which agency and provide rationale for recommendation:</b>			
<b>Project construction funds requested from the Forest Highway Program:</b>			
<input type="checkbox"/> Full costs <input checked="" type="checkbox"/> Partial costs, amount: \$ 600,000			
<b>Estimated Total Construction Costs:</b>		\$ 1,116,528.00	
<b>Other Funding Contributions to Project:</b>		\$ 516,528.00	<b>From:</b> Lane County Public Works

Traffic Volumes	Current		20 Year Projections	Basis for projections? (e.g. Forest/County plan, population growth rate...)
	Actual Counts	Estimated		
Average Daily Traffic (ADT) on Forest Highway	100		150	Unless current land use regulations are revised, it is expected minimal development will be taking place in the area with small increases to daily traffic.
Seasonal Average Daily Traffic (peak season) (SADT) on Forest Highway	10		15	There are no established campgrounds on Forest Service lands at this time. The establishment of campgrounds could effect the 20 year projections significantly.
% Forest related	3		-	Previous ADTs indicated logging activities influencing increased counts.
Recreational Visitor Days (RVD)	-		-	Hard to quantify since no established destination points for RVDs.

**Problem Statement:** What purpose does this project serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, site capacity issues, anticipated changes in use, safety problems, pavement condition, facility conditions, etc.

This project involves the replacement of five deteriorated culverts located on Five Rivers Road. This proposal will replace each of the five culverts with a fish passage culvert thereby restoring a significant amount of stream miles into good quality habitat. There are currently five culverts on this section of Five Rivers Road which are collectively blocking 3.8 stream miles for coho and cutthroat species. Culverts at M.P.s 1.72, 2.72, 3.13, 3.90 and 5.18 have all been identified by Lane County Public Works as deteriorated and in need of replacement.

Five Rivers Road is identified by the Siuslaw National Forest as Federal Highway Route #168. Lane County Public Works provides ongoing road maintenance of Five Rivers Road. The road provides access to area residents and recreational users of the Siuslaw National Forest. It is also an important access for those who hunt and fish in the area. At the five culvert locations on Five Rivers Road, Lane County has determined the existing culverts need to be replaced due to deteriorating conditions. At the same time, each culvert location prevents fish from reaching additional critical spawning areas. The project will assist in maintaining the structural integrity of Five Rivers Road and protect the adjacent habitat from road failures and/or slides.

**Description of proposed work:** Include surfacing type, special studies, description of conceptual design, any unusual design elements, and any work affecting structures. Include optimum year work should be done and year work needs to be done no later than.

Five Rivers Road has a 20 foot wide hard driving surface. Each culvert will be replaced with a larger open bottom arch or concrete culvert designed to accommodate the active stream channel width. This proposal will help fund contract preparation and administration and construction for each location as one consolidated project. The economies of scale and the isolated location suggests all the culverts should be replaced at the same time opening up a much larger area of fish habitat.

Last year, Lane County partnered with the Forest Service developing and providing the design for the culvert at Mile Post 3.9. We recently combined with the Forest Service to secure funding of the five culverts on Five Rivers Road. Lane County's 2009 HTAP grant application was not selected for funding during the selection process. Lane County would like to continue to partner with the Forest Service for the funding of the Five Rivers Road culverts.

It is planned to develop the designs and construction documents during Federal FY 2011 and FY 2012 with project construction to begin in Federal FY 2013. The work needs to be completed no later than September 2014.

**Right-of-Way Acquisition:** (ROW acquisition and certification is the responsibility of the Sponsor.)

Classification of ROW required for project: ☐ Extensive ☒ Minor ☐ None

Anticipated time (months) to acquire all needed ROW: 9 months

Will coordination with any railroads be needed? ☐ Yes ☒ No

**Utilities:** Identify utilities that may be affected?

Underground fiber optic cables are located at all the culvert locations. At Mile Post 3.9, private power and water lines are located within existing culvert. The utilities will be removed and relocated outside the replacement culvert projects.

Which of the following environmental and social issues are within the project area:		Could the proposed project affect this issue?
Wetlands	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
T&E Species	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Other Fish & Wildlife & Habitat	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Wildlife Movement Corridors	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Wild & Scenic River	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Non-Attainment Air Quality Areas	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Cultural/Arch/Historic Sites	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Public Parks	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Wildlife Refuge	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Hazardous Materials	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Stream Encroachments	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes

**Describe any other environmental or social issues that should be considered that are within the project area:** Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

It is important that the deteriorated culverts be removed and replaced prior to any failures. Culvert failures could result in road collapse or slides potentially filling Five Rivers with sediment and debris. This event could damage existing fish habitat in Five Rivers, reducing the number of fish returning to the Alsea Watershed. Five Rivers is designated as Essential Salmon Habitat by the Oregon Department of State Lands. Completing the culvert projects will minimize the potential for road or culvert failures and lessens the potential damage to surrounding ecosystems.

The removal of the fish barriers will open up the upstream habitat and provide additional critical spawning areas. Fish passage culverts could increase the number of coho and cutthroat returning each year to the Alsea Watershed. It is estimated the total project will open up approximately 3.8 stream miles of fish barrier. State inventory prepared by Oregon Department of Fish and Wildlife has identified the habitat quality in the area as good. Coho salmon, winter steelhead, sea run and resident cutthroat trout and pacific

lamprey will all benefit from the five culverts being replaced in the Alsea Watershed of the Siuslaw National Forest.

**Describe the range of attitudes, both support and opposition that the proposed project may receive from organizations, the public and within your own agency:** State the basis for this supposition and include FS/State/County/Local coordination efforts and public involvement efforts completed to date.

Five Rivers Road (CR – 5141) is a Lane County road which is identified by the Forest Service as Forest Highway # 168. Lane County Public Works maintains the road from the Lane County-Lincoln County Line to the south for 5.70 miles to the junction of FRD-32, at the Siuslaw National Forest boundary. This section of the road is included in the District ATM Plan. Five Rivers is a Regional Priority River Basin for the Siuslaw National Forest, and is located in the Alsea Watershed which is also a Siuslaw National Forest focus watershed.

The Mid-Coast Watershed Action Plan dated 2002 has identified the upper Five Rivers as a priority of restoration. They have identified Fendall Creek (Mile Post 2.72) and Cedar Creek (Mile Post 3.13) as a high priority for restoring fish passage. The Mid-Coast Watershed's Limits Factor Analysis dated 2007 identifies fish passage under roads as a priority for restoration. They have a planting project under way for forest service fish ways, and are also in the planning stages to prepare a major outreach to landowners for developing woody debris, riparian and fencing standards along waterways. Mid-Coast Watershed hopes to secure funds for the outreach program in the near future.

Partnering agencies and non-governmental agencies including US Army Corps of Engineers, Oregon Department of fish and Wildlife, US Forest Services – Siuslaw National Forest and the Alsea and Mid-Coast Watershed Councils are all supportive of the project.

**Construction Cost Estimate:** Fill-in estimates for appropriate items. Add items as needed. **USE CURRENT UNIT PRICES.**

Quantity	Item	Unit Price	Unit	Total
6.25	Clearing & Grubbing	\$3000.00	Acres	\$15,625.00
1000	Earthwork (excavation or borrow)	\$40.00	Cubic Yards	\$40,000.00
667	Asphalt concrete pavement	\$60.00	Square Yards	\$40,020.00
10	Kiosk, Signs	\$500.00	Each	\$5,000.00
5	Structures (restrooms, etc.)	\$100,000	Each	\$500,000.00
5	Drainage	\$10,000.00	Each	\$50,000.00
-	Retaining walls	\$ -	Square Feet	\$ -
1000	Rip rap / Slope protection	\$20.00	Cubic Yards	\$20,000.00
6.25	Revegetation	\$3,500.00	Acres	\$21,875.00
600	Roadside safety (barriers, guardrail)	\$100.00	Linear Feet	\$60,000.00
5	Traffic Control	\$9,000.00	Lump Sum	\$45,000.00
-	Other:	\$ -	Each	\$ -
-	Other:	\$ -	Each	\$ -
<b>Sub-Total</b>				<b>\$797,520.00</b>
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$79,752.00
	Contingencies (30% of Sub-Total)	\$	Lump sum	\$239,256.00
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>				<b><u>\$1,116,528.00</u></b>

**Proposed Forest Service/State/County/Local Contribution to Project:** (Cost share as lump sum or percentage, commitment to build adjacent project, etc)

Lane County Public Works will provide a total of \$516,528.00 in matching funds for the projects. Lane County has spent approximately \$85,000 completing 30% designs and working to complete 70% designs. Lane County's portion has been used in fiscal year 2009-2010 for planning, surveying, analysis and preliminary design for the five culverts.

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**How does the project relate to the following evaluation criteria?**

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**1. SAFETY GOAL**

**Improvement of the Transportation Network for the safety of its users.**

- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic?
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?

It is important that the deteriorated culverts be removed and replaced prior to any failures. Culvert failures could result in road collapse and/or slides potentially filling Five Rivers with sediment and debris. This event could damage existing fish habitat in Five Rivers, reducing the number of fish returning to the Alsea Watershed.

A road closure would block access to the Siuslaw National Forest and area residents. It would prevent recreational users from enjoying the benefits of the Siuslaw National Forest. The project will continue to provide safe and unlimited access for those wishing to take advantage of the natural habitat and beauty in the area. Currently a wide range of users (freight, destination motorists, touring motorists, bicyclists, and pedestrians have unlimited access to the area. Any road failures or closures will restrict or prevent access to the area.

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**2. PRESERVATION GOAL**

**Improvement of the transportation network for economy of operation and maintenance.**

- How would the proposed project affect maintenance and operating costs of the existing facility? Is winter maintenance currently provided or anticipated? Yes

Replacing the deteriorated culverts will lower ongoing maintenance and operating costs for Five Rivers Road and Lane County Public Works. The costs for preventative maintenance on county roads are much lower than completing repairs during an emergency situation. Lane County will continue to provide ongoing year round maintenance of Five Rivers Road. Five Rivers Road is classified as a rural local road. During winter operations, maintenance will be provided as a Priority Level 3. Roads that fall under this level are minor collector routes, urban residential roads and rural local roads that typically carry moderate to low volumes of traffic. Snow removal would be accomplished during regularly scheduled work hours when personnel and equipment are available.

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**3. ECONOMIC GOAL**

**A. Development and utilization of the National Forest System and its resources.**

- How does this proposed project enhance or maintain the access and/or utilization of the National Forest System? Who would be affected?

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The proposed culvert projects will enhance and improve existing fish habitat. Replacing them prior to failures will maintain the access to the Siuslaw National Forest. They will affect National Forest Service recreational users and area residents. Direct access will be maintained year round allowing unlimited recreational, hunting and fishing access to the area.

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**B. Enhancement of economic development at the local, regional, or national level, including tourism and recreational travel.**

**Note:** Direct effects of implementing the project, i.e. construction employment will not be scored.

- How would this proposed project support new, permanent economic opportunities in recreation and tourism? Describe the scope of these potential economic development benefits. How would the proposed improvement contribute to local, regional or national benefits?
- Identify the community or communities economically dependent on the Forest Highway route, and the elements that comprise the economy (e.g. tourism, hunting, fishing, etc.) How will the proposed project support the community's economic goals/needs or other economic plan?
- Is the proposed project located on a designated federal, state, or county scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway. Also, will the project meet needs identified in the Byway's management plan?
- How will the proposed project enhance educational and interpretation of Forest Service System and its resources?

Permanent, unlimited access to the area will keep the area open to recreational users and tourists. Since the area has very limited commercial establishments including short term housing, restaurants, gas stations and grocery stores, area users will need to spend time and monies in nearby coastal communities. As the number of recreational users increase demands for those commercial services will increase. The increase in tourist dollars will have a positive effect on local coastal communities and economies. The coastal communities of Dunes City, Florence, Yachats and Waldport all currently provide tourist related services. As long as the access is unlimited for these communities to the Siuslaw National Forest and the surrounding area, it can be expected the services they provide to the area will be needed. The project will insure unlimited access is provided between recreational areas and the coastal communities.

The project is not located on a designated federal, state or county scenic byway. The project will maintain unlimited access to the Siuslaw National Forest. Any culvert failures could close the road preventing recreational users from accessing the educational and interpretation resources available in the area.

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**4. MOBILITY GOAL**

**A. Continuity of the transportation network serving the National Forest System and its dependent communities.**

- How does this proposal fit with the Forest Plan? How does the proposal fit with the state transportation plan, county transportation system plan or county comprehensive plan? Is the proposal part of a corridor plan?
- Is the road or site the sole access to the area?

The Forest Plan seeks to improve the health of watersheds and associated aquatic ecosystems. Water quality and quantity are directly tied to watershed health. The project will replace five culverts that currently have barriers to fish passage. It will open up approximately 3.8 stream miles of fish habitat. Replacing the culverts prior to failures will protect Five Rivers from potential slides that might deposit silt, rocks, vegetation and other materials into the river.

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Five Rivers Road provides the sole access to the area for recreational users of the Siuslaw National Forest and area residents. Alternative routes are available but are less traveled, requiring longer travel times and limited road conditions.

**B. Mobility of the users of the transportation network and the goods and services provided.**

- Who are the users of the transportation network? What are the major traffic generators (destinations) for this route?
- How would the proposed improvements make access easier and facilitate travel (e.g. comfort, convenience)?
- How would the proposed improvements enhance access for those who are impaired?
- How would the proposed project improve the choices for mode of travel (car, pedestrian, bike, bus, and/or rail)?

The users of Five Rivers Road include recreational users of the Siuslaw National Forest and area residents. Hunting, fishing, hiking and the beautiful scenery all attract users to the area. The improvements will insure travel to the area is direct and uninterrupted. They will keep the access open year long providing unlimited access to all users. Cars, pedestrians, bikes and buses will be able to access the area without travel restrictions or detours.

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**5. ENVIRONMENTAL QUALITY GOAL**

**Protection and enhancement of the rural environment associated with the National Forest System and its resources.**

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan.
- How would the proposed project enhance the physical and biological components of the land (including water quality, habitat, aquatic organism passage, riparian function, wetland function, wildlife connectivity, native vegetation, and noxious weed reduction)?

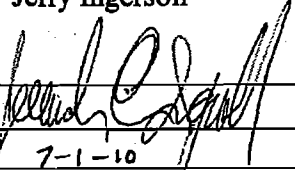
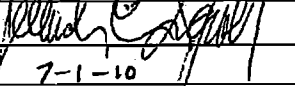
The project will support and enhance the environmental goals and objectives of the Forest Plan. The replaced culverts will open up approximately 3.8 stream miles of fish habitat increasing the number of fish returning to the Alsea Watershed.

Replacing the deteriorated culverts will keep Five Rivers Road open. It will also eliminate any road failures or slides at the culvert locations which could potentially fill Five Rivers with silt, sediment, rocks and other materials, preventing fish migration up the river. The project will help maintain water quality, area habitat, aquatic organism passage, riparian and wetland function and encourage native vegetation.

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Other Remarks:

**JOINTLY SUBMITTED BY**

<b>National Forest:</b>	Siuslaw	<b>State District, County, Local Sponsor:</b>	Lane County Public Works
<b>Forest Supervisor Name:</b>	Jerry Ingersoll 	<b>District Engineer, Commissioner, Local Agency Head Name:</b>	Jeff R. Spartz Lane County Administrator
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>	7-1-10	<b>Date:</b>	
<b>E-Mail:</b>	jingersoll@fs.fed.us	<b>E-Mail:</b>	jeff.Spartz@co.lane.or.us
<b>Telephone:</b>	541-750-7000	<b>Telephone:</b>	541-682-6910
<b>Point of Contact:</b>	Joe Acosta	<b>Point of Contact:</b>	John Petsch
<b>Title:</b>	Road Manager	<b>Title:</b>	Senior Engineering Associate
<b>E-mail:</b>	jmacosta@fs.fed.us	<b>E-mail:</b>	john.petsch@co.lane.or.us
<b>Telephone:</b>	541-563-8405	<b>Telephone:</b>	541-682-6999

Send four (4) copies of completed and signed project proposal **along with a map** identifying the proposed project location/termini, and any photos that would aid in evaluating the proposal to:

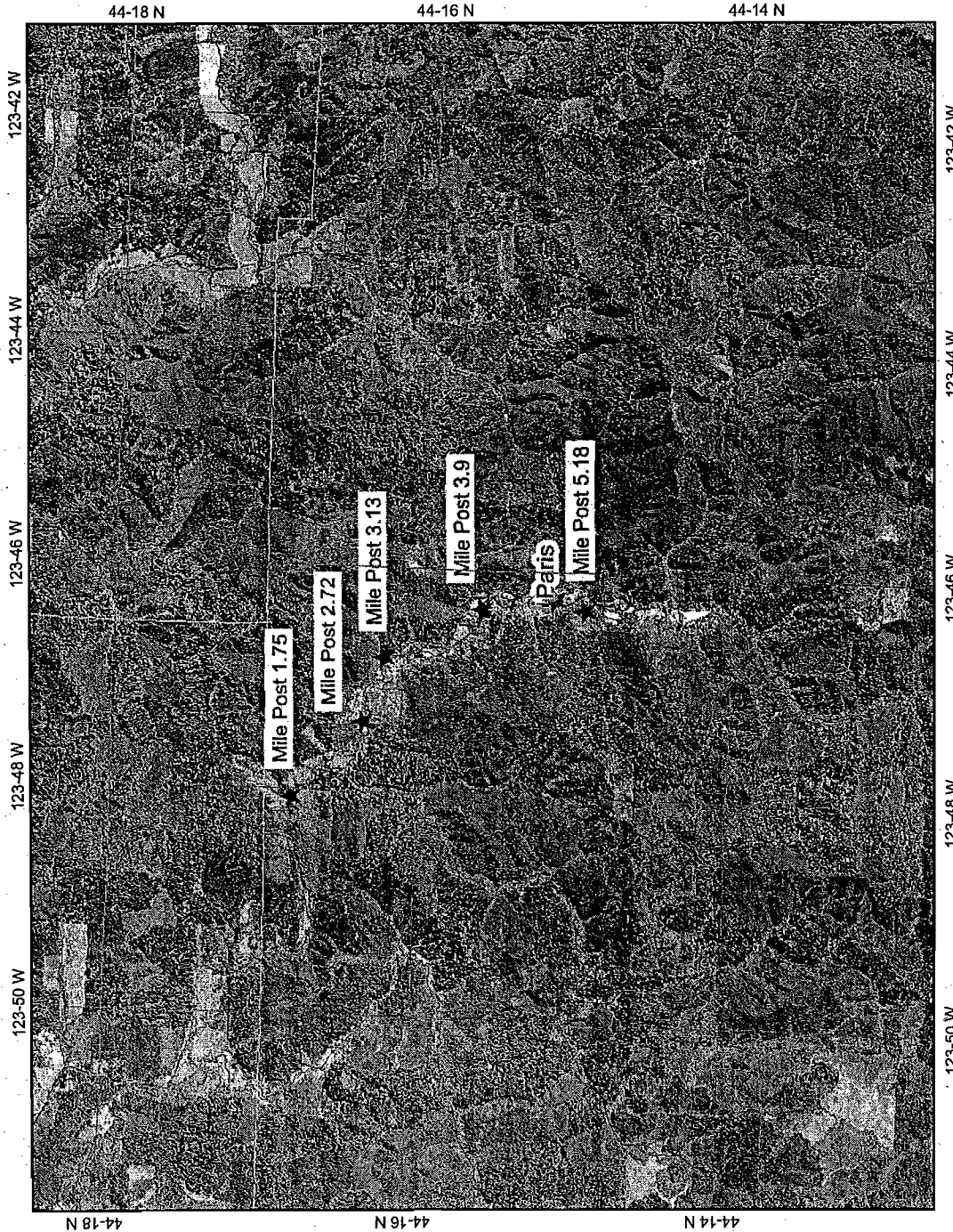
George Fekaris, Transportation Planner  
FHWA- Western Federal Lands  
610 East Fifth Street  
Vancouver, WA 98661.

Proposals must be postmarked by **July 30, 2010** to be considered. Electronic copies of the blank applications may be requested by sending an email to [george.fekaris@dot.gov](mailto:george.fekaris@dot.gov).

Direct questions to:

US Forest Service, Region 6	Sandra Wilson Musser	(503) 808-2738
Association of Oregon Counties	Jon Oshel	(503) 585-8351
Oregon Dept. of Transportation	Patricia Fisher	(503) 986-3528
Federal Highway Administration	George Fekaris	(360) 619-7766

# Five Rivers Road Culvert Projects



0 2.25 4.5 6.75 km.

Map center: 455247, 932136

## Legend

- Counties
- Major Cities
- Lakes and Reservoirs
- Rivers 1:100k
- Streams - CLAMS



Scale: 1:75,569

This map is a user generated static output from Oregon Explorer (oregonexplorer.info) and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.

# **2010 OREGON FOREST HIGHWAY ENHANCEMENT PROJECT PROPOSAL**



## **Five Rivers Road Culvert Replacement Project**

Mile Post 1.75  
Mile Post 2.72  
Mile Post 3.13  
Mile Post 3.90  
Mile Post 5.18

June 15, 2010

Photos: Mile Post 1.75



Outlet-Water is draining through holes in the deteriorated pipe before it reaches the outlet end



Pool at outlet

**Photos: Mile Post 2.72**



**Inlet**



**Outlet**

Photos: Mile Post 3.13



Channel Upstream from Inlet



Outlet

**Photos: Mile Post 3.13**



**Five Rivers at confluence with tributary at MP 3.13**

Photos: Mile Post 3.90



outlet ?



Inlet ?

Photos: Mile Post 3.90



outlet



inlet?

**Photos: Mile Post 5.18**



**Inlet**



**Stream Bed at Inlet**

# 2010 OREGON FOREST HIGHWAY ENHANCEMENT PROJECT PROPOSAL

(To be completed jointly by Forest Service and State/County/Local Agency)

<b>Forest Highway Inventory Name:</b>		Schindler Landing	
<b>FH Route #</b>	7	<b>Local Route #</b>	County Road Number - 5083
<b>Project Name:</b>		Schindler Landing Enhancement	
<b>Agency with Jurisdiction:</b> (Consider road/facility ownership, and operation, law enforcement. Check all that apply.)			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Agency currently maintaining roadway/facility:</b> (Check all that apply.)			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Sponsor:</b> (Entity with authority to finance, build, acquire right-of-way, or maintain a public highway. Sponsor will assume jurisdiction and maintenance of the improved roadway. Check all that apply.)			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Project is identified within the following</b> (Check all that apply and show plan name):			
<input type="checkbox"/> State Transportation Plan:			
<input type="checkbox"/> Land Management Plan:			
<input checked="" type="checkbox"/> County Transportation System Plan:			
<input type="checkbox"/> County Comprehensive Plan:			
<b>Considering the entire Forest transportation network, this project's priority is...</b>		<input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low	<b>Considering the entire State regional or County transportation network, this project's priority is...</b> <input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low
<b>Primary visitor destinations:</b>		Siuslaw National Forest, Siuslaw River, Schindler Landing	
<b>Project Termini</b> (M. P.'s or landmarks)	Begin	About Hwy 36 at MP 10.45	<b>Project Length</b> (miles)
	End		
<b>The lead agency for project delivery is typically one of the sponsoring agencies. If recommending a different agency be lead, indentify which agency and provide rationale for recommendation:</b>			
<b>Project construction funds requested from the Forest Highway Program:</b>			
<input type="checkbox"/> Full costs <input checked="" type="checkbox"/> Partial costs, amount: \$ 98,703			
<b>Estimated Total Construction Costs:</b>		\$ 110,000	
<b>Other Funding Contributions to Project:</b>		\$ 11,297	<b>From:</b> Lane County Public Works

Traffic Volumes	Current		20 Year Projections	Basis for projections? (e.g. Forest/County plan, population growth rate...)
	Actual Counts	Estimated		
Average Daily Traffic (ADT) on Forest Highway	600			
Seasonal Average Daily Traffic (peak season) (SADT) on Forest Highway	Unknown			
% Forest related				
Recreational Visitor Days (RVD)				

**Problem Statement:** What purpose does this project serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, site capacity issues, anticipated changes in use, safety problems, pavement condition, facility conditions, etc.

The site is currently a roadside rest area with an unimproved boat launch and just a rented portable toilet facility. The proposed project is intended to enhance the travel experience of those traveling the 60+ miles from the Willamette Valley to the Oregon Coast by providing an upgraded rest area to allow short term parking, a view of the Siuslaw River and an opportunity to use a permanent rest room facility. Also, the proposed project will improve the location for those who use it to launch boats for recreational activities on the river.

The project is intended to serve the general public traveling along Highway 36 and sport fishermen using the boat launch facility. The proposal is to provide adequate sanitary service, safe and efficient accessibility, address any Americans with Disabilities Act deficiencies, and lower long-term maintenance costs.

**Description of proposed work:** Include surfacing type, special studies, description of conceptual design, any unusual design elements, and any work affecting structures. Include optimum year work should be done and year work needs to be done no later than.

The proposal is to enhance the accessibility and safety of the site by paving the existing gravel parking area, striping the parking area to provide at least one ADA compliant parking space, and install sidewalk leading to a permanent ADA compliant "vault" toilet rest room. There are no anticipated unusual design elements. The optimal time of year to complete this work is during the summer season.

**Right-of-Way Acquisition:** (ROW acquisition and certification is the responsibility of the Sponsor.)

Classification of ROW required for project: ( ) Extensive ( ) Minor (X) None

Anticipated time (months) to acquire all needed ROW: N/A

Will coordination with any railroads be needed? ( ) Yes (X) No

**Utilities:** Identify utilities that may be affected?

No known utilities will be affected.

Which of the following environmental and social issues	Could the proposed project affect this
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are within the project area:		issue?
Wetlands	(X) No ( ) Yes	(X) No ( ) Yes
T&E Species	(X ) No ( ) Yes	(X) No ( ) Yes
Other Fish & Wildlife & Habitat	(X) No ( ) Yes	(X) No ( ) Yes
Wildlife Movement Corridors	(X) No ( ) Yes	(X) No ( ) Yes
Wild & Scenic River	(X) No ( ) Yes	(X) No ( ) Yes
Non-Attainment Air Quality Areas	(X) No ( ) Yes	(X) No ( ) Yes
Cultural/Arch/Historic Sites	(X) No ( ) Yes	(X) No ( ) Yes
Public Parks	( ) No (X) Yes	(X) No ( ) Yes
Wildlife Refuge	(X) No ( ) Yes	(X) No ( ) Yes
Hazardous Materials	(X) No ( ) Yes	(X) No ( ) Yes
Stream Encroachments	(X) No ( ) Yes	(X) No ( ) Yes

**Describe any other environmental or social issues that should be considered that are within the project area:** Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

Converting to a paved surface will require management of storm water through vegetated swales and other treatment strategies to protect Siuslaw River water quality.

No land use issues foreseen. Current use will not change.

**Describe the range of attitudes, both support and opposition that the proposed project may receive from organizations, the public and within your own agency:** State the basis for this supposition and include FS/State/County/Local coordination efforts and public involvement efforts completed to date.

Public input during the master plan public input process showed strong support for enhancement/update of current facilities. Strong public support for enhancement of existing facilities was consistently communicated in all areas of the park system.

No opposition to the proposed rest area improvements is anticipated.

**Construction Cost Estimate:** Fill-in estimates for appropriate items. Add items as needed. **USE CURRENT UNIT PRICES.**

Quantity	Item	Unit Price	Unit	Total
1.0	Stormwater related work	\$6000.00	Lump Sum	\$6,000.00
100	Earthwork (excavation or borrow)	\$40.00	Cubic Yards	\$4,000.00
100	Asphalt concrete pavement	\$60.00	Square Yards	\$6,000.00
1	Structures (ADA Compliant Vault Toilet)	\$75,000	Each	\$75,000.00
1	Site Traffic Control	\$9,000.00	Lump Sum	\$9,000.00
-	Other:		\$ -	Each
-	Other:		\$ -	Each
			<b>Sub-Total</b>	<b>\$100,000</b>
	Contingencies (10% of Sub-Total)	\$	Lump sum	\$10,000.00
<b>TOTAL ESTIMATED CONSTRUCTION COSTS</b>				<b>\$110,000</b>

**Proposed Forest Service/State/County/Local Contribution to Project:** (Cost share as lump sum or percentage, commitment to build adjacent project, etc)

Lane County Public Works will provide a total of \$11,297.00 or 10.27% in matching funds for the project.

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**How does the project relate to the following evaluation criteria?**

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**1. SAFETY GOAL**

**Improvement of the Transportation Network for the safety of its users.**

- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic?
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?

The project helps enhance safety by providing an improved area for travelers to stop and rest and experience a rural setting. With proposed enhancements, this project could potentially reduce usage at other rest areas along the highway and encourage earlier resting points during a traveler's journey. This project, being an enhancement of a roadside rest area and recreation facility, would increase the safety for highway travelers, tourists to the Siuslaw National Forest and Siuslaw River, and others looking for boating or other recreational activities. This project will also incorporate ADA features such as accessible parking, restroom facility, and walkways.

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**2. PRESERVATION GOAL**

**Improvement of the transportation network for economy of operation and maintenance.**

- How would the proposed project affect maintenance and operating costs of the existing facility? Is winter maintenance currently provided or anticipated? Yes

Replacing the gravel parking lot and installing a permanent vault toilet will lower ongoing maintenance and operating costs for Schindler Landing and Lane County Public Works. The costs for preventative maintenance on county roads are much lower than completing repairs during an emergency situation. Lane County will continue to provide ongoing year round maintenance of Schindler Landing. The enhancement of this site meets Lane County Parks Master Plan and Lane County Strategic Plan to enhance existing infrastructures, lower maintenance costs, and create an overall benefit to the general public.

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**3. ECONOMIC GOAL**

**A. Development and utilization of the National Forest System and its resources.**

- How does this proposed project enhance or maintain the access and/or utilization of the National Forest System? Who would be affected?

Within the Lane County Parks system are parks geographically located in prime locations to also serve as a roadside safety Rest Area. This project is unique in that it benefits the motoring public as well as individuals seeking recreation. The location of Schindler Landing in directly on the central eastern

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portion of the Siuslaw National Forest and provides access to the Siuslaw river and easy access to Forest trails and walkways. It provides a place for travelers to rest and enjoy the National Forest scenery.

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**B. Enhancement of economic development at the local, regional, or national level, including tourism and recreational travel.**

**Note:** Direct effects of implementing the project, i.e. construction employment will not be scored.

- How would this proposed project support new, permanent economic opportunities in recreation and tourism? Describe the scope of these potential economic development benefits. How would the proposed improvement contribute to local, regional or national benefits?
- Identify the community or communities economically dependent on the Forest Highway route, and the elements that comprise the economy (e.g. tourism, hunting, fishing, etc.) How will the proposed project support the community's economic goals/needs or other economic plan?
- Is the proposed project located on a designated federal, state, or county scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway. Also, will the project meet needs identified in the Byway's management plan?
- How will the proposed project enhance educational and interpretation of Forest Service System and its resources?

Enhanced facilities at this site will keep the area inviting to recreational users and tourists and create additional accessibility for boating, fishing, and scenic exploration of the National Forest and river. As the number of recreational users increase demands for local commercial services will also increase. The increase in tourist dollars will have a positive effect on local communities and economies. Educational signing on salmon habitat or spawning could easily be incorporated into the scope of this project and would enhance interpretation of the Forest Service System.

The project is not located on a designated federal, state or county scenic byway. The project will maintain unlimited access to the Siuslaw National Forest.

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**4. MOBILITY GOAL**

**A. Continuity of the transportation network serving the National Forest System and its dependent communities.**

- How does this proposal fit with the Forest Plan? How does the proposal fit with the state transportation plan, county transportation system plan or county comprehensive plan? Is the proposal part of a corridor plan?
- Is the road or site the sole access to the area?

This proposal fits with the Forest Plan by providing an enhanced safety rest area and recreational travel location for travelers to enjoy the National Forest and Siuslaw river while traveling through the National Forest System and its dependent communities. This project meets the Lane County Parks Master Plan and Lane County Strategic Plan goals to maintain and enhance existing infrastructure for the benefit of the general public. This site does not provide sole access to the area.

**B. Mobility of the users of the transportation network and the goods and services provided.**

- Who are the users of the transportation network? What are the major traffic generators (destinations) for this route?
- How would the proposed improvements make access easier and facilitate travel (e.g. comfort, convenience)?
- How would the proposed improvements enhance access for those who are impaired?
- How would the proposed project improve the choices for mode of travel (car, pedestrian, bike,

bus, and/or rail)?

The users of Schindler Landing include recreational users of the Siuslaw National Forest, Siuslaw River, area residents, and highway travelers. Hunting, fishing, hiking and the beautiful scenery all attract users to the area. The improvements will ensure travel along the highway is safer and more accessible.

## 5. ENVIRONMENTAL QUALITY GOAL

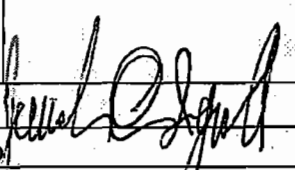
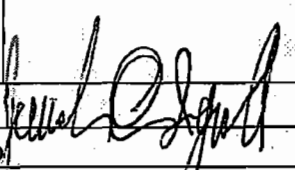
**Protection and enhancement of the rural environment associated with the National Forest System and its resources.**

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan.
- How would the proposed project enhance the physical and biological components of the land (including water quality, habitat, aquatic organism passage, riparian function, wetland function, wildlife connectivity, native vegetation, and noxious weed reduction)?

The project will support and enhance the environmental goals and objectives of the Forest Plan. Improving the site with a paved surface will reduce the dust nuisance associated with the current gravel surface. The project will also incorporate stormwater quality measures. Constructing a contained vault toilet will also improve overall environmental standards in the area.

Other Remarks:

### JOINTLY SUBMITTED BY

<b>National Forest:</b>	Siuslaw	<b>State District, County, Local Sponsor:</b>	Lane County Public Works
<b>Forest Supervisor Name:</b>		<b>District Engineer, Commissioner, Local Agency Head Name:</b>	Marsha Miller Director of Public Works
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>	7-1-10	<b>Date:</b>	
<b>E-Mail:</b>	jingerson@fs.fed.us	<b>E-Mail:</b>	Marsha.miller@co.lane.or.us
<b>Telephone:</b>	541-750-7010	<b>Telephone:</b>	541-682-6910
<b>Point of Contact:</b>	Joe A Costa	<b>Point of Contact:</b>	Dave Stockdale
<b>Title:</b>	Road Manager	<b>Title:</b>	Senior Parks Analyst
<b>E-mail:</b>	jmacosta@fs.fed.us	<b>E-mail:</b>	David.Stockdale@co.lane.or.us
<b>Telephone:</b>	541-563-8405	<b>Telephone:</b>	541-682-2002

Send four (4) copies of completed and signed project proposal along with a map identifying the proposed project location/termini, and any photos that would aid in evaluating the proposal to:

George Fekaris, Transportation Planner  
FHWA- Western Federal Lands  
610 East Fifth Street  
Vancouver, WA 98661.

Proposals must be postmarked by **July 30, 2010** to be considered. Electronic copies of the blank applications may be requested by sending an email to [george.fekaris@dot.gov](mailto:george.fekaris@dot.gov).

Direct questions to:

US Forest Service, Region 6	Sandra Wilson Musser	(503) 808-2738
Association of Oregon Counties	Jon Oshel	(503) 585-8351
Oregon Dept. of Transportation	Patricia Fisher	(503) 986-3528
Federal Highway Administration	George Fekaris	(360) 619-7766

# 2010 OREGON FOREST HIGHWAY ENHANCEMENT PROJECT PROPOSAL

(To be completed jointly by Forest Service and State/County/Local Agency)

<b>Forest Highway Inventory Name:</b>		Tide Wayside	
<b>FH Route #</b>	7	<b>Local Route #</b>	County Road Number - 5086
<b>Project Name:</b> Tide Wayside Enhancement			
<b>Agency with Jurisdiction:</b> (Consider road/facility ownership, and operation, law enforcement. Check all that apply.)			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Agency currently maintaining roadway/facility:</b> (Check all that apply.)			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Sponsor:</b> (Entity with authority to finance, build, acquire right-of-way, or maintain a public highway. Sponsor will assume jurisdiction and maintenance of the improved roadway. Check all that apply.)			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
<b>Project is identified within the following</b> (Check all that apply and show plan name):			
<input type="checkbox"/> State Transportation Plan:			
<input type="checkbox"/> Land Management Plan:			
<input checked="" type="checkbox"/> County Transportation System Plan:			
<input type="checkbox"/> County Comprehensive Plan:			
<b>Considering the entire Forest transportation network, this project's priority is...</b>		<input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low	<b>Considering the entire State regional or County transportation network, this project's priority is...</b> <input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low
<b>Primary visitor destinations:</b>		Siuslaw National Forest, Siuslaw River, Tide Wayside	
<b>Project Termini</b> (M. P.'s or landmarks)	Begin	About Hwy 36 at MP 5.85	<b>Project Length</b> (miles)
	End		
<b>The lead agency for project delivery is typically one of the sponsoring agencies. If recommending a different agency be lead, indentify which agency and provide rationale for recommendation:</b>			
<b>Project construction funds requested from the Forest Highway Program:</b>			
<input type="checkbox"/> Full costs <input checked="" type="checkbox"/> Partial costs, amount: \$ 76,271			
<b>Estimated Total Construction Costs:</b>		\$ 82,500	
<b>Other Funding Contributions to Project:</b>		\$ 6,229	<b>From:</b> Lane County Public Works

Traffic Volumes	Current		20 Year Projections	Basis for projections? (e.g. Forest/County plan, population growth rate...)
	Actual Counts	Estimated		
Average Daily Traffic (ADT) on Forest Highway	900			
Seasonal Average Daily Traffic (peak season) (SADT) on Forest Highway	Unknown			
% Forest related				
Recreational Visitor Days (RVD)				

**Problem Statement:** What purpose does this project serve? What is the need for this project? Who will this project serve (such as skiers, communities, hikers...)? What are the conditions requiring relief? Describe the consequences if these conditions are not addressed. Describe physical and functional deficiencies, site capacity issues, anticipated changes in use, safety problems, pavement condition, facility conditions, etc.

The site is currently an unimproved boat launch with just a rented portable toilet facility. The proposed project is intended to enhance the travel experience of those traveling the 60+ miles from the Willamette Valley to the Oregon Coast by providing an upgraded rest area to allow short term parking, a view of the Siuslaw River and an opportunity to use a permanent rest room facility. Also, the proposed project will improve the location for those who use it to launch boats for recreational activities on the river.

The project is intended to serve the general public traveling along Highway 36 and sport fishermen using the boat launch facility. The proposal is to provide adequate sanitary service, safe and efficient accessibility, address any Americans with Disabilities Act deficiencies, and lower long-term maintenance costs.

**Description of proposed work:** Include surfacing type, special studies, description of conceptual design, any unusual design elements, and any work affecting structures. Include optimum year work should be done and year work needs to be done no later than.

The proposal is to enhance the accessibility and safety of the site by paving the existing gravel parking area, striping the parking area to provide at least one ADA compliant parking space, and install sidewalk leading to a permanent ADA compliant "vault" toilet rest room. There are no anticipated unusual design elements. The optimal time of year to complete this work is during the summer season.

**Right-of-Way Acquisition:** (ROW acquisition and certification is the responsibility of the Sponsor.)

Classification of ROW required for project: ( ) Extensive ( ) Minor (X) None

Anticipated time (months) to acquire all needed ROW: N/A

Will coordination with any railroads be needed? ( ) Yes (X) No

**Utilities:** Identify utilities that may be affected?

No known utilities will be affected.

**Which of the following environmental and social issues are within the project area:**

**Could the proposed project affect this issue?**

Wetlands	(X) No ( ) Yes	(X) No ( ) Yes
T&E Species	(X) No ( ) Yes	(X) No ( ) Yes
Other Fish & Wildlife & Habitat	(X) No ( ) Yes	(X) No ( ) Yes
Wildlife Movement Corridors	(X) No ( ) Yes	(X) No ( ) Yes
Wild & Scenic River	(X) No ( ) Yes	(X) No ( ) Yes
Non-Attainment Air Quality Areas	(X) No ( ) Yes	(X) No ( ) Yes
Cultural/Arch/Historic Sites	(X) No ( ) Yes	(X) No ( ) Yes
Public Parks	( ) No (X) Yes	(X) No ( ) Yes
Wildlife Refuge	(X) No ( ) Yes	(X) No ( ) Yes
Hazardous Materials	(X) No ( ) Yes	(X) No ( ) Yes
Stream Encroachments	(X) No ( ) Yes	(X) No ( ) Yes

**Describe any other environmental or social issues that should be considered that are within the project area:** Is the route included in an area receiving special management considerations for water quality, wildlife security, connectivity?

Converting to a paved surface will require management of storm water through vegetated swales and other treatment strategies to protect Siuslaw River water quality.

No land use issues foreseen. Current use will not change.

**Describe the range of attitudes, both support and opposition that the proposed project may receive from organizations, the public and within your own agency:** State the basis for this supposition and include FS/State/County/Local coordination efforts and public involvement efforts completed to date.

Public input during the master plan public input process showed strong support for enhancement/update of current facilities. Strong public support for enhancement of existing facilities was consistently communicated in all areas of the park system.

No opposition to the proposed rest area improvements is anticipated.

**Construction Cost Estimate:** Fill-in estimates for appropriate items. Add items as needed. **USE CURRENT UNIT PRICES.**

Quantity	Item	Unit Price	Unit	Total
1.0	Stormwater related work	\$6000.00	Lump Sum	\$4,000.00
100	Earthwork (excavation or borrow)	\$40.00	Cubic Yards	\$2,000.00
100	Asphalt concrete pavement	\$60.00	Square Yards	\$4,000.00
1	Structures (ADA Compliant Vault Toilet)	\$75,000	Each	\$60,000.00
1	Site Traffic Control	\$9,000.00	Lump Sum	\$5,000.00
-	Other:		\$ -	Each
-	Other:		\$ -	Each
			<b>Sub-Total</b>	<b>\$75,000</b>
	Contingencies (10% of Sub-Total)	\$	Lump sum	\$7,500
<b>TOTAL ESTIMATED CONSTRUCTION COSTS</b>				<b><u>\$82,500</u></b>

**Proposed Forest Service/State/County/Local Contribution to Project:** (Cost share as lump sum or percentage, commitment to build adjacent project, etc)

Lane County Public Works will provide a total of \$6,229.00 or 10.27% in matching funds for the project.

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**How does the project relate to the following evaluation criteria?**

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**1. SAFETY GOAL**

**Improvement of the Transportation Network for the safety of its users.**

- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic?
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?

The project helps enhance safety by providing an improved area for travelers to stop and rest and experience a rural setting. With proposed enhancements, this project could potentially reduce usage at other rest areas along the highway and encourage earlier resting points during a traveler's journey. This project, being an enhancement of a roadside rest area and recreation facility, would increase the safety for highway travelers, tourists to the Siuslaw National Forest and Siuslaw River, and others looking for boating or other recreational activities. This project will also incorporate ADA features such as accessible parking, restroom facility, and walkways.

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**2. PRESERVATION GOAL**

**Improvement of the transportation network for economy of operation and maintenance.**

- How would the proposed project affect maintenance and operating costs of the existing facility?  
Is winter maintenance currently provided or anticipated? Yes

Replacing the gravel parking lot and installing a permanent vault toilet will lower ongoing maintenance and operating costs for Tide Wayside and Lane County Public Works. The costs for preventative maintenance on county roads are much lower than completing repairs during an emergency situation. Lane County will continue to provide ongoing year round maintenance of Tide Wayside. The enhancement of this site meets Lane County Parks Master Plan and Lane County Strategic Plan to enhance existing infrastructures, lower maintenance costs, and create an overall benefit to the general public.

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**3. ECONOMIC GOAL**

**A. Development and utilization of the National Forest System and its resources.**

- How does this proposed project enhance or maintain the access and/or utilization of the National Forest System? Who would be affected?

Within the Lane County Parks system are parks geographically located in prime locations to also serve as a roadside safety Rest Area. This project is unique in that it benefits the motoring public as well as individuals seeking recreation. The location of Tide Wayside is directly on the central eastern portion of the Siuslaw National Forest and provides access to the Siuslaw river and easy access to Forest trails and walkways. It provides a place for travelers to rest and enjoy the National Forest scenery.

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**B. Enhancement of economic development at the local, regional, or national level, including tourism and recreational travel.**

**Note:** Direct effects of implementing the project, i.e. construction employment will not be scored.

- How would this proposed project support new, permanent economic opportunities in recreation and tourism? Describe the scope of these potential economic development benefits. How would the proposed improvement contribute to local, regional or national benefits?
- Identify the community or communities economically dependent on the Forest Highway route, and the elements that comprise the economy (e.g. tourism, hunting, fishing, etc.) How will the proposed project support the community's economic goals/needs or other economic plan?
- Is the proposed project located on a designated federal, state, or county scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway. Also, will the project meet needs identified in the Byway's management plan?
- How will the proposed project enhance educational and interpretation of Forest Service System and its resources?

Enhanced facilities at this site will keep the area inviting to recreational users and tourists and create additional accessibility for boating, fishing, and scenic exploration of the National Forest and river. As the number of recreational users increase demands for local commercial services will also increase. The increase in tourist dollars will have a positive effect on local communities and economies. Educational signing on salmon habitat or spawning could easily be incorporated into the scope of this project and would enhance interpretation of the Forest Service System.

The project is not located on a designated federal, state or county scenic byway. The project will maintain unlimited access to the Siuslaw National Forest.

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**4. MOBILITY GOAL**

**A. Continuity of the transportation network serving the National Forest System and its dependent communities.**

- How does this proposal fit with the Forest Plan? How does the proposal fit with the state transportation plan, county transportation system plan or county comprehensive plan? Is the proposal part of a corridor plan?
- Is the road or site the sole access to the area?

This proposal fits with the Forest Plan by providing an enhanced safety rest area and recreational travel location for travelers to enjoy the National Forest and Siuslaw river while traveling through the National Forest System and its dependent communities. This project meets the Lane County Parks Master Plan and Lane County Strategic Plan goals to maintain and enhance existing infrastructure for the benefit of the general public. This site does not provide sole access to the area.

**B. Mobility of the users of the transportation network and the goods and services provided.**

- Who are the users of the transportation network? What are the major traffic generators (destinations) for this route?
- How would the proposed improvements make access easier and facilitate travel (e.g. comfort, convenience)?
- How would the proposed improvements enhance access for those who are impaired?
- How would the proposed project improve the choices for mode of travel (car, pedestrian, bike, bus, and/or rail)?

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The users of Tide Wayside include recreational users of the Siuslaw National Forest, Siuslaw River,

area residents, and highway travelers. Hunting, fishing, hiking and the beautiful scenery all attract users to the area. The improvements will ensure travel along the highway is safer and more accessible.

## 5. ENVIRONMENTAL QUALITY GOAL

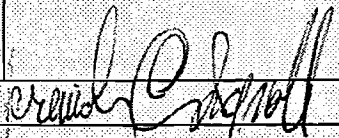
Protection and enhancement of the rural environment associated with the National Forest System and its resources.

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan.
- How would the proposed project enhance the physical and biological components of the land (including water quality, habitat, aquatic organism passage, riparian function, wetland function, wildlife connectivity, native vegetation, and noxious weed reduction)?

The project will support and enhance the environmental goals and objectives of the Forest Plan. Improving the site with a paved surface will reduce the dust nuisance associated with the current gravel surface. The project will also incorporate stormwater quality measures. Constructing a contained vault toilet will also improve overall environmental standards in the area.

Other Remarks:

### JOINTLY SUBMITTED BY

<b>National Forest:</b>	Siuslaw	<b>State District, County, Local Sponsor:</b>	Lane County Public Works
<b>Forest Supervisor Name:</b>		<b>District Engineer, Commissioner, Local Agency Head Name:</b>	Marsha Miller Director of Public Works
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>	7-17-10	<b>Date:</b>	
<b>E-Mail:</b>	jingerson@efsl.fed.us	<b>E-Mail:</b>	Marsha.miller@co.lane.or.us
<b>Telephone:</b>	541-750-7010	<b>Telephone:</b>	541-682-6910
<b>Point of Contact:</b>	Joe Acosta	<b>Point of Contact:</b>	Dave Stockdale
<b>Title:</b>	Road Manager	<b>Title:</b>	Senior Parks Analyst
<b>E-mail:</b>	<del>jmacosta</del> jmacosta@efsl.fed.us	<b>E-mail:</b>	David.Stockdale@co.lane.or.us
<b>Telephone:</b>	541-563-8405	<b>Telephone:</b>	541-682-2002

Send four (4) copies of completed and signed project proposal along with a map identifying the proposed project location/termini, and any photos that would aid in evaluating the proposal to:

George Fekaris, Transportation Planner  
FHWA- Western Federal Lands  
610 East Fifth Street

Vancouver, WA 98661.

Proposals must be postmarked by **July 30, 2010** to be considered. Electronic copies of the blank applications may be requested by sending an email to [george.fekaris@dot.gov](mailto:george.fekaris@dot.gov).

Direct questions to:

US Forest Service, Region 6	Sandra Wilson Musser	(503) 808-2738
Association of Oregon Counties	Jon Oshel	(503) 585-8351
Oregon Dept. of Transportation	Patricia Fisher	(503) 986-3528
Federal Highway Administration	George Fekaris	(360) 619-7766