

Memorandum Date: February 7, 2011
Order Date: February 23, 2011

W.5.F.5.

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Mike Russell, Road Maintenance

AGENDA ITEM TITLE: ORDER/In the Matter of Authorizing Applications for Funding on Identified roads from the Federal Highway Administration under the 2010 Oregon Forest Highway Pavement Preservation Projects.

I. MOTION

Move approval of the Order (Attachment A).

II. AGENDA ITEM SUMMARY

Due to short timelines, the Department is asking the Board to review and approve the applications that have already been submitted to the Federal Highway Administration (FHWA) for inclusion in the 2010 Call for Projects under the Forest Highways Pavement Preservation Program.

The Oregon Forest Highway Program is soliciting project proposals for construction in FY 2011 and 2012. The program receives an average of \$22 million annually. Of this amount, about \$2.77 million is available for projects in Oregon. 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. Under this call for projects, only pavement preservation projects are eligible. This call seeks project proposals in the \$50,000 to \$300,000 cost range for construction costs only.

Public Works staff reviewed current pavement preservation needs on County roads identified as "Forest Highways" and requests approval to apply for up to \$1,014,320 of the funding for four separate projects that are in need of overlays.

Project	Length (miles)	Estimated Cost	Requested Amount	Road Fund match for construction costs
Row River Road MP 2.10 to 4.84	2.74	\$608,280	\$300,000	\$308,280
Row River Road MP 12.00 to 16.00	4.00	\$665,990	\$300,000	\$365,990
North Fork Siuslaw Road MP 0.00 to 1.00	1.00	\$144,320	\$114,320	\$30,000
Canary Road MP 0.00 to 2.00	2.00	\$333,000	\$300,000	\$33,000
TOTALS	9.74	\$1,751,590	\$1,014,320	\$737,270

If one or more grant application is successful, staff is asking the Board to delegate contract signature authority to the County Administrator for the contract that would be forthcoming.

Even though these applications have already been submitted, if the Board does not authorize these applications, staff will inform FHWA to withdraw them from further consideration. The reasons for submitting these applications prior to Board approval are related to a short submission timeline, effort and time needed to gain Forest Service concurrence, holidays, staff vacations, and Board meeting schedules.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

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 needs.

The Board has supported the Public Works Department in the past to help defray costs related to capital improvements and other preservation efforts on County roads within the NFS. Past projects utilizing this funding include safety improvements on Brice Creek Road and West Boundary Road and preservation projects on other portions of Row River Road, Brice Creek Road and Winberry Creek 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 is \$1,014,320 for the four 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. 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 annual pavement preservation program. The funding is for preservation projects that would be designed by Lane County and put out to bid as a preservation project. County field engineering staff would inspect contractor's work. No new or additional county staffing needs would result.

The financial implications of not taking action on this item are that the expenditure of Road Fund resources that could not be used for other priorities will have to be used. With award of this grant, Road Fund resources can go to fund other priorities that otherwise would need to wait for adequate funding.

E. Analysis

Utilizing the County Pavement Management System, the identified road segments were identified as needing treatment within the next two to three years and will need preservation treatment regardless of being awarded any grant money. Visual inspections were also performed to verify pavement condition.

These will be standard overlays and integrated into our annual overlay program, which is programmed at \$4.5 million annually. The identified match amounts will be funded out of this program. Estimated costs are for construction only and do include all items incidental to this type of work, such as guard rail upgrades. There is no anticipated need for additional right-of-way.

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

The consequence to not authorizing staff to submit these applications is the lost opportunity to leverage the County Road Fund to gain outside funding that stretches increasingly scarce preservation dollars. The more we can take advantage of these opportunities, the farther we can extend the Road Fund to meet competing priorities. In this case, staff is proposing to spend nearly \$740,000 to get \$1,750,000 worth of preservation priorities addressed if all applications are successful. Said another way, if all applications are successful, an additional \$1 million of new revenue will come into the preservation program.

In order to satisfy APM Chapter 1, Section 2A, Issue 1, the following is the list of questions that need to be answered when a Board agenda item relates to approval of a grant or any project or proposal with limited duration funding.

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

There is no match requirement, but there is a maximum suggested request amount. In order to satisfy this soft requirement, the Department is proposing to pick up any amount over the suggested maximum amount of \$300,000. This funding 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 estimated costs cover construction costs only and Lane County will provide labor, equipment and materials for design, permits, construction inspection and post construction activities. 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 annual pavement preservation program. The funding is for preservation projects that would be designed by Lane County and put out to bid as a preservation project. County field engineering staff would inspect contractor's work.

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

Yes. This will be covered under a reimbursement agreement with FHWA that will stipulate this.

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

These costs will be covered by the Road Fund

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?

Lane County will be accountable to provide FHWA access to financial records related to any successful project. The Public Works Department utilizes standardized cost accounting methods and tools that will be made available for any reporting or inspection requirements.

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 Road Fund.

8. Are there any restrictions against applying the county full cost indirect charge?
Yes. The grant is for construction costs only.

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 FHWA 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

December 15, 2010 was the deadline for submittal of the application materials. If the Board does not authorize the applications, staff will notify FHWA to withdraw them from the selection process. Projects must be ready to construct by Federal Fiscal Year 2011 or 2012.

VI. RECOMMENDATION

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

VII. FOLLOW-UP

The Board Order is written so as to authorize the County Administrator to sign 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.) In the Matter of Authorizing Applications for Funding on
) Identified roads from the Federal Highway Administration
) under the 2010 Oregon Forest Highway Pavement
) Preservation Projects.

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 Pavement Preservation Program; and

WHEREAS, Lane County staff prepared four applications for the following projects amounting to \$1,751,590 million on 9.74 miles of County roads:

Project	Length (miles)	Estimated Cost	Requested Amount	Road Fund match for construction costs
Row River Road MP 2.10 to 4.84	2.74	\$608,280	\$300,000	\$308,280
Row River Road MP 12.00 to 16.00	4.00	\$665,990	\$300,000	\$365,990
North Fork Siuslaw Road MP 0.00 to 1.00	1.00	\$144,320	\$114,320	\$30,000
Canary Road MP 0.00 to 2.00	2.00	\$333,000	\$300,000	\$33,000
TOTALS	9.74	\$1,751,590	\$1,014,320	\$737,270

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 necessary intergovernmental agreement(s) to proceed with the project(s).

ADOPTED this _____ day of _____, 2011

Faye Stewart, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 2-15-11 lane county

OFFICE OF LEGAL COUNSEL

2010 OREGON FOREST HIGHWAY PAVEMENT PRESERVATION PROJECT PROPOSAL

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

An electronic copy of this form is available for submittal at:

<http://www.wfl.fhwa.dot.gov/programs/plh/fh/>

Forest Highway Inventory Name: <i>Canary Road</i>		
FH Route # <i>197</i>	Local Route # <i>5320-00</i>	
Project Name: <i>Canary Road Overlay</i>		
Agency with Jurisdiction: (Consider road 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:		
Agency currently maintaining 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:		
Sponsor: (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:		
Route is identified within the following (Check all that apply and show plan name): <input type="checkbox"/> Land Management Plan: <input checked="" type="checkbox"/> County Comprehensive Plan:		
Considering the entire Forest transportation network, this project's priority is...	<input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low	
Considering the entire State regional or County transportation network, this project's priority is...	<input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	
Functional Classification: (Show official designations of route.) <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road		
Acres of National Forest accessed by this route:	15,000 +	
Primary visitor destinations:	<i>Dunes City, Honeyman State Park, Woahink & Siltcoos Lake, Siuslaw National Forest</i>	
Termini (Mile Posts or landmarks)	Begin 0.00	Project Length (miles) 2.00
	End 2.00	
Proposed lead agency for project: <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local agency		
Project construction funds requested from Forest Highway Program: <input type="checkbox"/> Full costs <input checked="" type="checkbox"/> Partial costs, amount: \$300,000		
Estimated Total Construction Costs:	\$333,000	
Other Funding Contributions to Project:	\$33,000 From: Lane County Road Fund	

Traffic Volumes	Current	
	Actual Counts	Estimated
ADT	2,200	
SADT (peak season)		
% Trucks		10
% Forest related	20	
Timber (MMBF) or other	15mmbf	over 20 yrs.

resource extraction		

Problem Statement: What purpose does this roadway serve? What is the need for this project? (Describe pavement deficiencies). Describe the consequences if these conditions are not addressed.

Canary Road serves the entrance to Honeyman State Park and access to other recreational and tourist destinations related to Woahink and Siltcoos Lakes. On a Pavement Condition Index scale of 0 to 100, Canary Road at 65, indicating a need to provide a structural overlay primarily due to measured longitudinal and transverse cracking, weathering and raveling defects. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available; possibly deferring until more expensive reconstruction is needed.

Description of proposed work: Include roadway width and surface type. Include optimum year work should be done and year work needs to be done no later than.

The proposal is to apply a 3-inch structural overlay to the road. The road is currently 20 to 25 feet wide and no further widening is being proposed. The design speed is 35mph. The project has been identified through Lane County's pavement management program for 2011, but is being deferred until 2013 for the purposes of this grant.

Describe level of improvement planned or constructed on adjacent sections of route: Identify funding sources.

A widen and overlay project was completed adjacent to the project limits in 1999 using County Road funds.

Construction Cost Estimate: Fill-in estimates for appropriate items. Add items as needed. Use current unit prices for force account or contracted out as appropriate

Quantity	Item	Unit Price	Unit	Total
	Crack Seal	\$	Linear Feet	\$
	Chip Seal	\$	Square Yards	\$
	Fog Seal, Slurry Seal	\$	Square Yards	\$
35,200sy	Asphalt concrete pavement	\$8.60	Square Yards	\$302,700
	Geotextile	\$	Linear Feet	\$
	Pavement Markings	\$	Linear Feet	\$
	Other:			
	Other:			
Sub-Total				\$
	Mobilization (10% of Sub-Total)	\$30,300	Lump sum	\$30,300
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$333,000</u>

How does the project relate to the following evaluation criteria?

1. PRESERVATION GOAL

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

- Is the proposed project identified within a pavement management system? Would the proposed project correct a “fair” or “good” pavement condition identified by a pavement management system? Pavements in “poor” condition require more extensive work than the scope of this call.

Lane County utilizes a pavement management system based on the Bay Area Metropolitan Transportation Committee model (MTC).

Measured defects include alligator cracking and weathering and raveling. On a Pavement Condition Index (PCI) scale of 0 to 100, Canary Road is rated at 65 indicating a need to provide a medium overlay to maintain a “good” pavement condition. The PCI after construction would be raised to 100 within the proposed project limits.

2. 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?

Structural overlays are a standard maintenance practice used by the department to extend the service life of pavements and maximize the structural integrity of the County’s roadways. Overlaying roads will maintain access to large areas of Siuslaw National Forest land and recreational opportunities on the Oregon Coast.

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

- Identify the type of Forest related economic development opportunities the proposed project would support.
Well-maintained roads are the backbone of economic opportunity and development. Specifically, for forest uses, this project benefits logging operations and tourist based enterprises that use these roads to access developed and undeveloped opportunities.
 - How would the proposed improvement contribute to local, regional or national benefits?
The proposed project would maintain very good pavement conditions for roads identified for treatment for many years in the future providing good access to any potential future development.
 - Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?
The Cities of Florence and Dunes City benefit from the proposed project. Tourism has historically dominated the employment base in this region of Lane County as well as some resource extraction.
 - Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway.
No.
-

3. MOBILITY GOAL

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

- Identify the system transportation plan or pavement management system plan and briefly describe the needs identified in plan. What are the consequences of not addressing these needs?
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.

The TSP also identified operations, maintenance, and preservation of the County road system as a core program. This policy recognizes that appropriate and timely maintenance is the most cost effective means of maintaining pavements at a high condition. Deferring needed maintenance treatments leads to more costly reconstruction later. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available.

- Is the road the sole access to the area?
Yes.

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

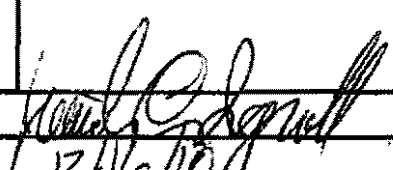
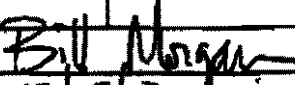
- Who are the users of the transportation network? What are the major traffic generators (destination or resource extraction) for this route?
Forest users, tourists and residents use this road to access Dunes City, Honeyman State Park, Woahink & Siltcoos Lakes .
 - What goods and services are transported along this segment of the network?
Good pavement condition contributes to good mobility. Timber extraction and tourism are the main goods and services using this road.
-

Other Remarks:

This is the last portion of the road network around Woahink Lake to be improved. Widening and overlays have been completed on remaining sections of Canary and Clear Lake Roads providing relatively new pavement surfaces surrounding the lake.

Lane County has experienced a significant cutback in available funds since the ramp-down and upcoming expiration of a federal program which provides \$20 million to the Road Fund through the Secure Rural Schools and Community Self-determination Act of 2000. These "timber" payments were vital to sustaining our well maintained roads. In light of the loss of this funding, needs along forest roads are not being met and opportunities like the Forest Highway Program must be sought to fill the need.

JOINTLY SUBMITTED BY

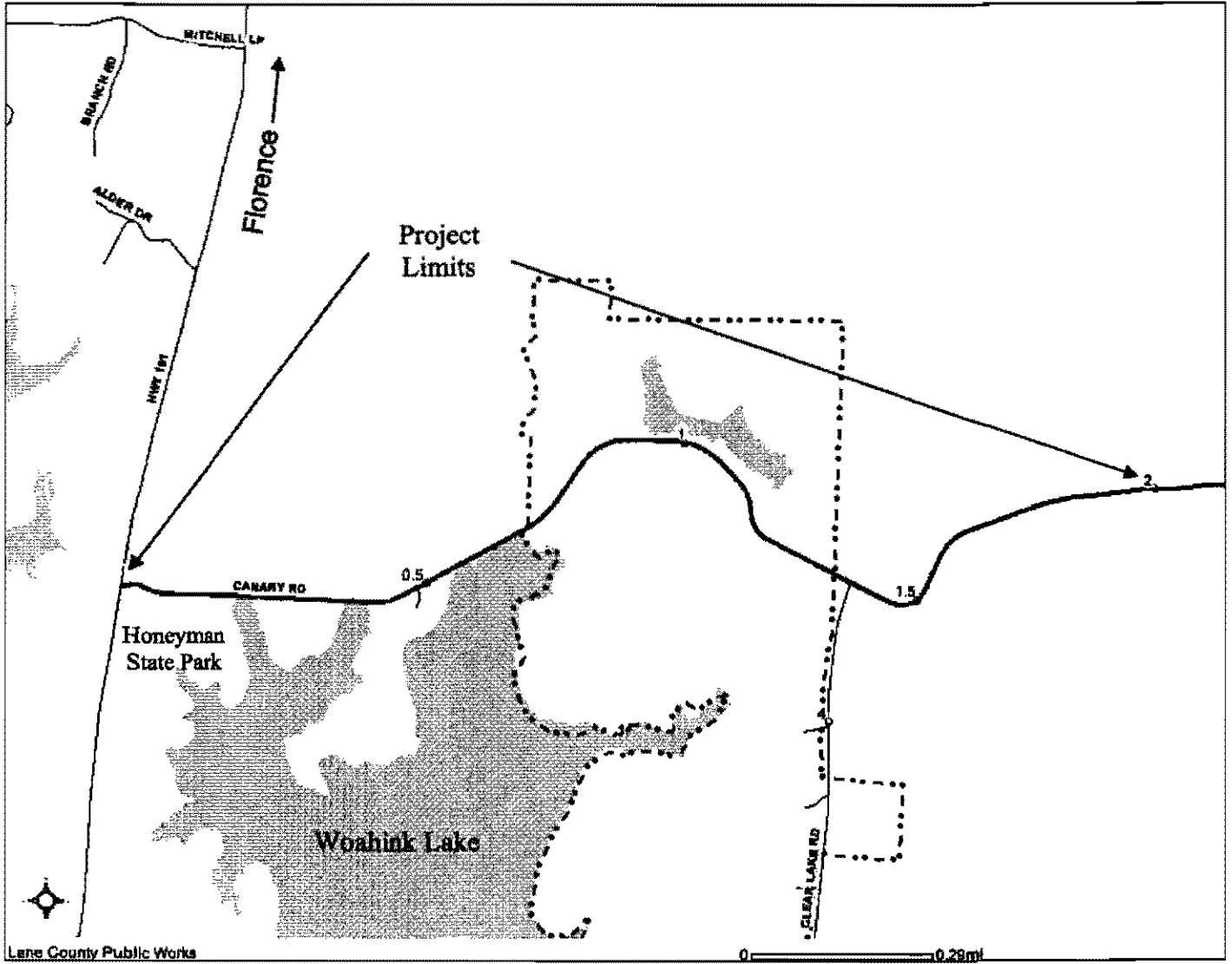
National Forest: Siuslaw		State/County/Local Sponsor:	
Forest Supervisor Name (print):		District Administrator, Commissioner, Local Agency Head Name (print): Bill Morgan	
Signature: 		Signature: 	
Date: 12/16/10		Date: 12/15/10	
E-Mail: jagerso@fs.fed.us		E-Mail: bill.morgan@co.lane.or.us	
Telephone: 541-750-7008		Telephone: 541 682-6990	
Point of Contact: Joe Acosta		Point of Contact: Mike Russell	
Title:		Title: Road Maintenance Planner	
E-mail: jacosta@fs.fed.us		E-mail: mike.russell@co.lane.or.us	
Telephone: 541-563-8400		Telephone: 541 682-6968	

Submittal Requirements:

Proposals must be emailed to WFL.CallForProjects@dot.gov by December 15, 2010 and include the following:

1. Completed and signed project proposal along with a map identifying the proposed project location and termini.
2. Photos of the proposed preservation work representative of the condition of the proposed segment. (approximately 6-12 photos depending on project length and work need)

Canary Road Overlay – MP 0.00 to 2.00



Canary Road MP 0.10

CANARY RD - 532000, E; DMI: 0.1010 Lat/Long: -124.1059/43.9297; X/Y 3971565.9/846228.8 6/8/2010 12:01:14 PMMAMMM



Canary Road MP 0.15

CANARY RD - 532000, E; DMI: 0.1543 Lat/Long: -124.1048/43.9298; X/Y 3971850.3/845237.9 6/8/2010 12:01:20 PMMMMM









Canary Road MP 1.42



Canary Road MP 1.73



2010 OREGON FOREST HIGHWAY PAVEMENT PRESERVATION PROJECT PROPOSAL

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

An electronic copy of this form is available for submittal at:

<http://www.wfl.fhwa.dot.gov/programs/plh/fh/>

Forest Highway Inventory Name:		North Fork Siuslaw	
FH Route #	198	Local Route #	5070-00
Project Name:		North Fork Siuslaw Road Overlay	
Agency with Jurisdiction: (Consider road 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:			
Agency currently maintaining 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:			
Sponsor: (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:			
Route is identified within the following (Check all that apply and show plan name):			
<input type="checkbox"/> Land Management Plan:			
<input checked="" type="checkbox"/> County Comprehensive Plan:			
Considering the entire Forest transportation network, this project's priority is...		<input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	Considering the entire State regional or County transportation network, this project's priority is... <input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low
Functional Classification: (Show official designations of route.)			
<input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road			
Acres of National Forest accessed by this route:		40,000+	
Primary visitor destinations:		Siuslaw Forest, various boat landings	
Termini (Mile Posts or landmarks)	Begin	0.00	Project Length (miles)
	End	1.00	
Proposed lead agency for project:			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local agency			
Project construction funds requested from Forest Highway Program:			
<input type="checkbox"/> Full costs <input checked="" type="checkbox"/> Partial costs, amount: \$			
Estimated Total Construction Costs:		\$144,320	
Other Funding Contributions to Project:		\$30,000	From: Lane County Road Fund

Traffic Volumes	Current	
	Actual Counts	Estimated
ADT	1,600	
SADT (peak season)		
% Trucks		10
% Forest related	30	
Timber (MMBF) or other resource extraction	60mmbf	over 10 yrs

Problem Statement: What purpose does this roadway serve? What is the need for this project? (Describe pavement deficiencies). Describe the consequences if these conditions are not addressed.

North Fork Siuslaw Road serves as access to the northern portion of the Siuslaw National Forest recreational and tourist destinations related to the North Fork Siuslaw River. This road is also a major route for timber related traffic. The road received a Chip Seal in 1999 which is at the end of its useful life to provide asphalt surface protection.

On a Pavement Condition Index scale of 0 to 100, Canary Road at 85, indicating a need to provide a thin overlay primarily due to measured longitudinal and transverse cracking, along with weathering and raveling defects. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available; possibly deferring until more expensive reconstruction is needed.

Description of proposed work: Include roadway width and surface type. Include optimum year work should be done and year work needs to be done no later than.

The proposal is to apply a 1.5-inch overlay to the road. The road is currently 26 feet wide and no further widening is being proposed. The design speed is 35mph.

Describe level of improvement planned or constructed on adjacent sections of route: Identify funding sources.

The road received a Chip Seal in 1999 funded by Lane County's Road Fund. Various culvert replacements have or will occur funded by Lane County's Road Fund.

Construction Cost Estimate: Fill-in estimates for appropriate items. Add items as needed. Use current unit prices for force account or contracted out as appropriate

Quantity	Item	Unit Price	Unit	Total
	Crack Seal	\$	Linear Feet	\$
	Chip Seal	\$	Square Yards	\$
	Fog Seal, Slurry Seal	\$	Square Yards	\$
15,253sy	Asphalt concrete pavement	\$8.60	Square Yards	\$131,200
	Geotextile	\$	Linear Feet	\$
	Pavement Markings	\$	Linear Feet	\$
	Other:			
	Other:			
Sub-Total				\$
	Mobilization (10% of Sub-Total)	\$13,120	Lump sum	\$13,120
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$144,320</u>

How does the project relate to the following evaluation criteria?

1. PRESERVATION GOAL

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

- Is the proposed project identified within a pavement management system? Would the proposed project correct a “fair” or “good” pavement condition identified by a pavement management system? Pavements in “poor” condition require more extensive work than the scope of this call.

Lane County utilizes a pavement management system based on the Bay Area Metropolitan Transportation Committee model (MTC).

Measured defects include long and transverse cracking, patching and utility cuts, and weathering and raveling. On a Pavement Condition Index (PCI) scale of 0 to 100, Canary Road is rated at 85 indicating a need to provide a thin overlay to maintain a “good” pavement condition. The PCI after construction would be raised to 100 within the proposed project limits.

2. 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?

Structural overlays are a standard maintenance practice used by the department to extend the service life of pavements and maximize the structural integrity of the County’s roadways. Overlaying roads will maintain access to large areas of forest land and recreational opportunities on the Siuslaw National Forest.

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

- Identify the type of Forest related economic development opportunities the proposed project would support.

Well-maintained roads are the backbone of economic opportunity and development. Specifically, for forest uses, this project benefits logging operations and tourist based enterprises that use these roads to access developed and undeveloped opportunities.

- How would the proposed improvement contribute to local, regional or national benefits?
The proposed project would maintain very good pavement conditions for roads identified for treatment for many years in the future providing good access to any potential future development.
- Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?
The communities of Minerva and Brickerville benefit from the proposed project. Forest related uses and recreation have historically dominated the employment base in this region of Lane County as well as some resource extraction.
- Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway.
No.

3. MOBILITY GOAL

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

- Identify the system transportation plan or pavement management system plan and briefly describe the needs identified in plan. What are the consequences of not addressing these needs?

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.

The TSP also identified operations, maintenance, and preservation of the County road system as a core program. This policy recognizes that appropriate and timely maintenance is the most cost effective means of maintaining pavements at a high condition. Deferring needed maintenance treatments leads to more costly reconstruction later. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available.

- Is the road the sole access to the area?
No.

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 (destination or resource extraction) for this route?

Forest users, tourists and residents use this road to access various boat landings and resource lands.

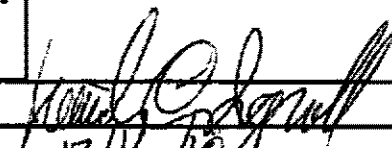
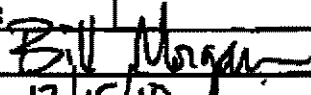
- What goods and services are transported along this segment of the network?

Good pavement condition contributes to good mobility. Timber extraction and recreation are the main goods and services using this road.

Other Remarks:

Lane County has experienced a significant cutback in available funds since the ramp-down and upcoming expiration of a federal program which provides \$20 million to the Road Fund through the Secure Rural Schools and Community Self-determination Act of 2000. These "timber" payments were vital to sustaining our well maintained roads. In light of the loss of this funding, needs along forest roads are not being met and opportunities like the Forest Highway Program must be sought to fill the need. Roads like N. Fork Siuslaw tend to not compete well with other prioritized roads and therefore opportunities like this must be taken when they arise to help ensure timely preventative maintenance.

JOINTLY SUBMITTED BY

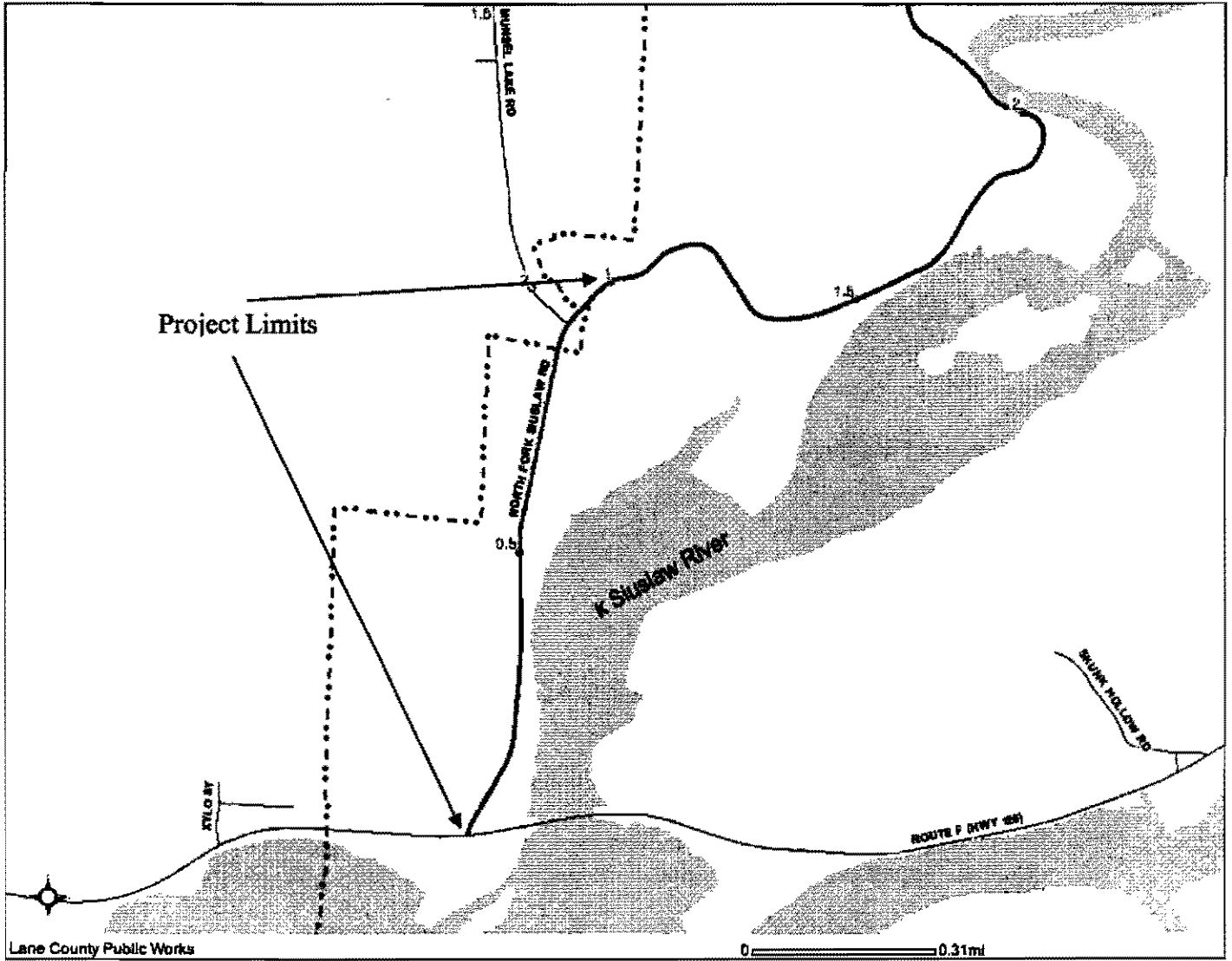
National Forest: Siuslaw		State/County/Local Sponsor:	
Forest Supervisor Name (print):		District Administrator, Commissioner, Local Agency Head Name (print): Bill Morgan	
Signature: 		Signature: 	
Date: 12/16/10		Date: 12/15/10	
E-Mail: jager@fs.fed.us		E-Mail: bill.morgan@co.lane.or.us	
Telephone: 541-750-7008		Telephone: 541 682-6960	
Point of Contact: Joe Acosta		Point of Contact: Mike Russell	
Title:		Title: Road Maintenance Planner	
E-mail: jacosta@fs.fed.us		E-mail: mike.russell@co.lane.or.us	
Telephone: 541-563-8400		Telephone: 541 682-6968	

Submittal Requirements:

Proposals must be emailed to WFL.CallForProjects@dot.gov by December 15, 2010 and include the following:

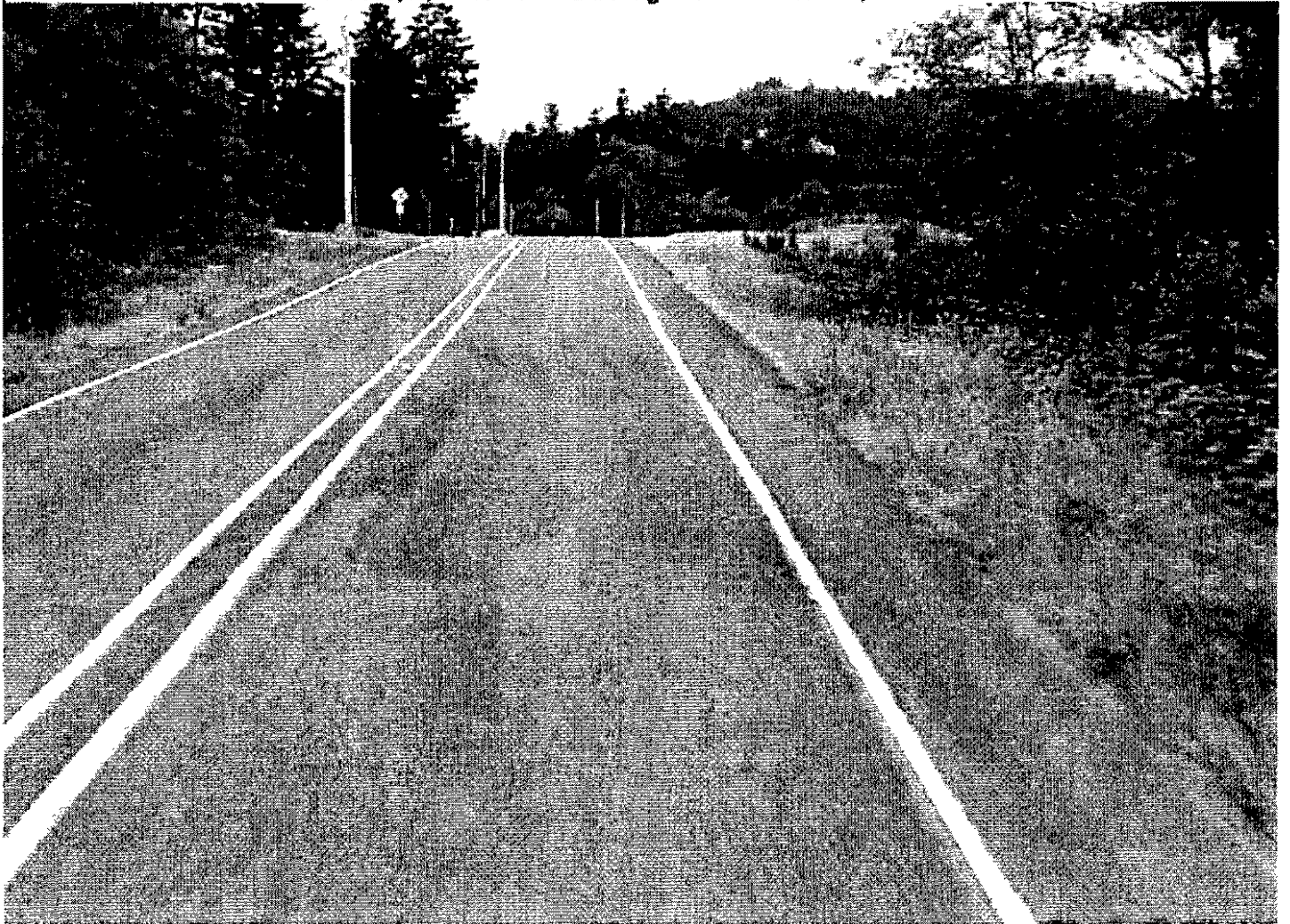
1. Completed and signed project proposal along with a map identifying the proposed project location and termini.
2. Photos of the proposed preservation work representative of the condition of the proposed segment. (approximately 6-12 photos depending on project length and work need)

North Fork Siuslaw Road Overlay – MP 0.00 to 1.00



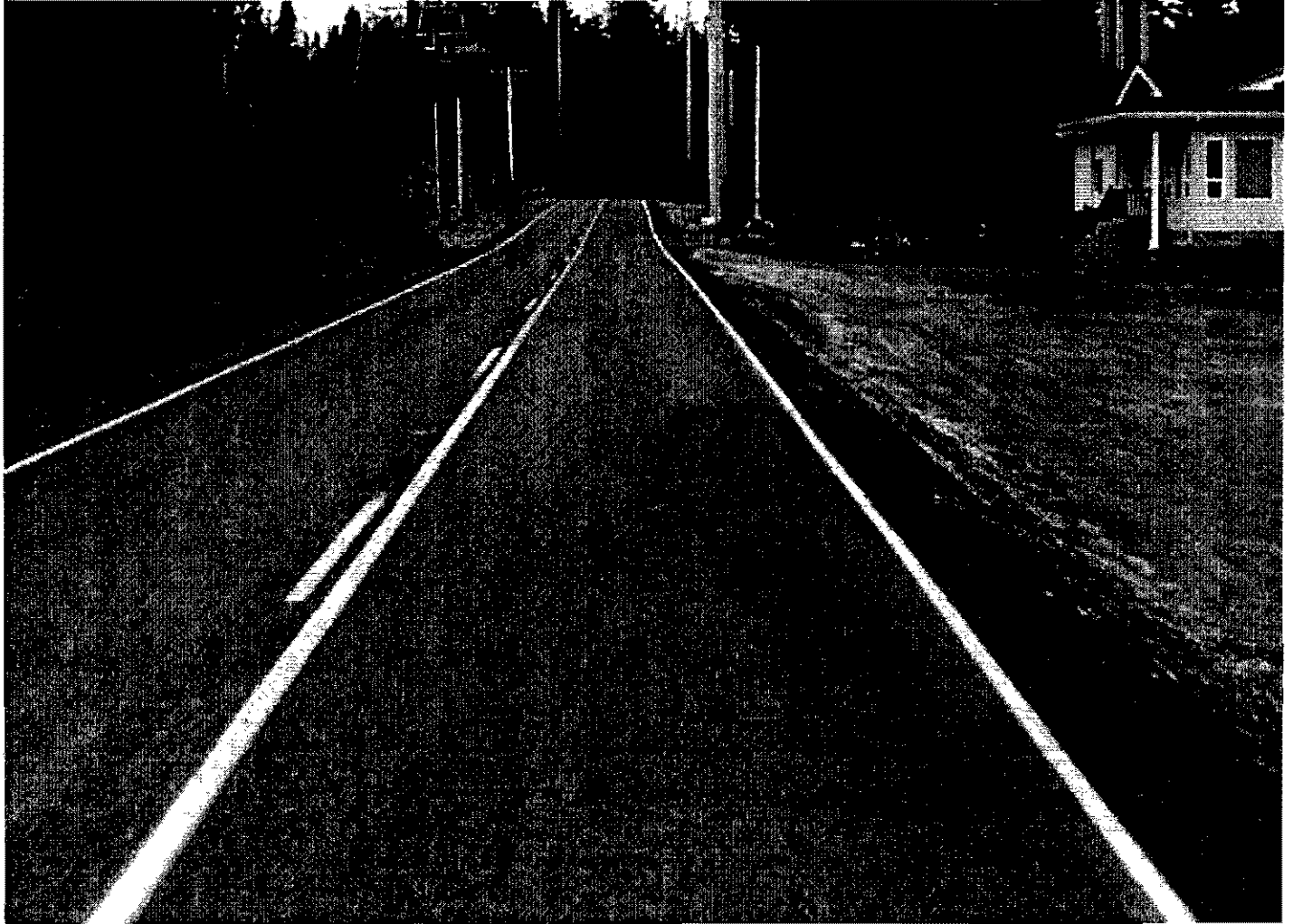
N. Fork Siuslaw Road MP 0.22

NORTH FORK SIUSLAW RD - 507000, N: DMI: 0.2166 Lat/Long: -124.0826/43.9790; X/Y 3978481.1/862922.7 7/30/2010 8:57



N. Fork Siuslaw Road MP 0.42

NORTH FORK SIUSLAW RD - 507000, N; DMI: 0.4174 Lat/Long: -124.0825/43.9819; X/Y 3978544.4/863989.5 7/30/2010 8:57



N. Fork Siuslaw Road MP 0.63

NORTH FORK SIUSLAW RD - 507000, N; DMI: 0.6324 Lat/Long: -124.0824/43.9850; X/Y 3978618.7/865108.9 7/30/2010 8:57



N. Fork Siuslaw Road MP 0.77

NORTH FORK SIUSLAW RD - 507000, N; DMI: 0.7707 Lat/Long: -124.0820/43.9870; X/Y 3978766.8/865820.4 7/30/2010 8:57



N. Fork Siuslaw Road MP 0.87

NORTH FORK SIUSLAW RD - 507000, N; DMI: 0.8698 Lat/Long: -124.0816/43.9884; X/Y 3978876.1/866340.3 7/30/2010 8:58



N. Fork Siuslaw Road MP 1.00

NORTH FORK SIUSLAW RD - 507000, NE: DMI: 1.0053 Lat/Long: -124.0802/43.9900; X/Y 3979271.2/866898.0 7/30/2010 8:5



2010 OREGON FOREST HIGHWAY PAVEMENT PRESERVATION PROJECT PROPOSAL

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

An electronic copy of this form is available for submittal at:

<http://www.wfl.fhwa.dot.gov/programs/plh/fh/>

Forest Highway Inventory Name:		Row River Road	
FH Route #	209	Local Route #	2400-00
Project Name:		Row River Road Overlay	
Agency with Jurisdiction: (Consider road 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:			
Agency currently maintaining 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:			
Sponsor: (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:			
Route is identified within the following (Check all that apply and show plan name):			
<input type="checkbox"/> Land Management Plan:			
<input checked="" type="checkbox"/> County Comprehensive Plan:			
Considering the entire Forest transportation network, this project's priority is...		<input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	Considering the entire State regional or County transportation network, this project's priority is... <input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low
Functional Classification: (Show official designations of route.)			
<input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road			
Acres of National Forest accessed by this route:		100,000	
Primary visitor destinations:		Currin, Mosby Creek, and Stewart Covered Bridges, Dorena Lake, Baker Bay and Baker Stewart Parks, Cottage Grove, Umpqua National Forest	
Termini (Mile Posts or landmarks)	Begin	2.10	Project Length (miles) 2.74
	End	4.84	
Proposed lead agency for project:			
<input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local agency			
Project construction funds requested from Forest Highway Program:			
<input type="checkbox"/> Full costs <input checked="" type="checkbox"/> Partial costs, amount: \$300,000			
Estimated Total Construction Costs:		\$608,280	
Other Funding Contributions to Project:		\$308,280	From: Lane County Road Fund

Traffic Volumes	Current	
	Actual Counts	Estimated
ADT	4,750	
SADT (peak season)		
% Trucks		10
% Forest related		4%
Timber (MMBF) or other resource extraction		13 MMBF

Problem Statement: What purpose does this roadway serve? What is the need for this project? (Describe pavement deficiencies). Describe the consequences if these conditions are not addressed.

This road serves as the primary access to Dorena Reservoir and facilities as well as Umpqua National Forest resource lands beyond. Measured pavement defects include alligator cracking, weathering and raveling, and some distortions. On a Pavement Condition Index scale of 0 to 100, Row River Road is rated at 73, indicating a need to provide a thin overlay. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available; possibly deferring until more expensive reconstruction is needed.

Description of proposed work: Include roadway width and surface type. Include optimum year work should be done and year work needs to be done no later than.

The proposal is to apply a 1.5-inch asphalt overlay to this section of Row River Road. The road is currently 40 feet wide and no further widening is being proposed. The design speed is 55mph. A project has been identified through Lane County's pavement management program for 2011, but is being deferred for the purposes of this grant.

Describe level of improvement planned or constructed on adjacent sections of route: Identify funding sources.

There has been a bridge replacement on Row River Road in 2006 for about \$1.5 million using Oregon OTIA III funds. An overlay was placed on the section of Row River Road between MP 1.384 and 2.10 in 2009 for about \$77,000 using Lane County Road funds. The Forest Service is working on funding the replacement of the Prather Creek bridge. Otherwise, only normal road maintenance and surface replacement is expected along National Forest system roads.

Construction Cost Estimate: Fill-in estimates for appropriate items. Add items as needed. Use current unit prices for force account or contracted out as appropriate

Quantity	Item	Unit Price	Unit	Total
	Crack Seal	\$	Linear Feet	\$
	Chip Seal	\$	Square Yards	\$
	Fog Seal, Slurry Seal	\$	Square Yards	\$
64,300 sy	Asphalt concrete pavement	\$8.60	Square Yards	\$552,980
	Geotextile	\$	Linear Feet	\$
	Pavement Markings	\$	Linear Feet	\$
	Other:			
	Other:			
Sub-Total				\$
	Mobilization (10% of Sub-Total)	\$55,300	Lump sum	\$55,300
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$608,280</u>

How does the project relate to the following evaluation criteria?

1. PRESERVATION GOAL

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

- Is the proposed project identified within a pavement management system? Would the proposed project correct a “fair” or “good” pavement condition identified by a pavement management system? Pavements in “poor” condition require more extensive work than the scope of this call.

Lane County utilizes a pavement management system based on the Bay Area Metropolitan Transportation Committee model (MTC).

Measured defects include alligator cracking, weathering, and raveling and some distortions. On a Pavement Condition Index (PCI) scale of 0 to 100, Row River Road is rated at 73 indicating a need to provide an asphalt overlay to maintain a “good” pavement condition. The PCI after construction would be raised to 100 within the proposed project limits.

2. 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?

Asphalt overlays are a standard maintenance practice used by the department to extend the service life of pavements and maximize the structural integrity of the County’s roadways. Overlaying roads will maintain access to large areas of Umpqua National Forest land. As is typical on the Umpqua Forest, the road is the sole arterial forest access to the entire Ranger District. This road serves the southern portion of Lane County and provides a route to timber land, recreational opportunities such as Dorena Covered Bridge, County and ACOE Parks. Fishing, firewood gathering, and recreational driving are also important uses of this section of road. This road continues to be utilized for significant timber haul from the Cottage Grove Ranger District.

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

- Identify the type of Forest related economic development opportunities the proposed project would support.
Well-maintained roads are the backbone of economic opportunity and development. Specifically, for forest uses, this project benefits logging operations and tourist based enterprises that use this road to access undeveloped opportunities.
 - How would the proposed improvement contribute to local, regional or national benefits?
The proposed project would maintain very good pavement conditions for segments of Row River Road for many years in the future providing good access to any potential future development.
 - Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?
The rural communities of Dorena and Culp Creek directly benefit from the proposed project as Row River Road is the primary access for these communities. Cottage Grove is the closest city and has an active timber industry. Timber uses have historically dominated the employment base in this region of Lane County.
 - Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway.
No. Row River and Brice Creek Road were being looked at as part of an extension of the Aufderheide Scenic By-way to Diamond Lake, but no official designation has been issued.
-

3. MOBILITY GOAL

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

- Identify the system transportation plan or pavement management system plan and briefly describe the needs identified in plan. What are the consequences of not addressing these needs?
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.

The TSP also identified operations, maintenance, and preservation of the County road system as a core program. This policy recognizes that appropriate and timely maintenance is the most cost effective means of maintaining pavements at a high condition. Deferring needed maintenance treatments leads to more costly reconstruction later. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available. The proposed project is compatible with the Umpqua Forest Plan and will require no forest plan amendments.

-
- Is the road the sole access to the area?
Yes.

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 (destination or resource extraction) for this route?

Forest users, tourists and some residents use this road.

- What goods and services are transported along this segment of the network?

Good pavement condition contributes to good mobility. Timber extraction and tourism are the main users along Row River Road. Dispersed camping opportunities, fee camping sites, trailheads for hiking and water recreation opportunities, and picnic sites are clustered along the major creek bottoms.

Other Remarks: *This project continues preservation efforts along Row River Road starting with a bridge replacement and overlay up to the beginning project limits of this request.*

JOINTLY SUBMITTED BY

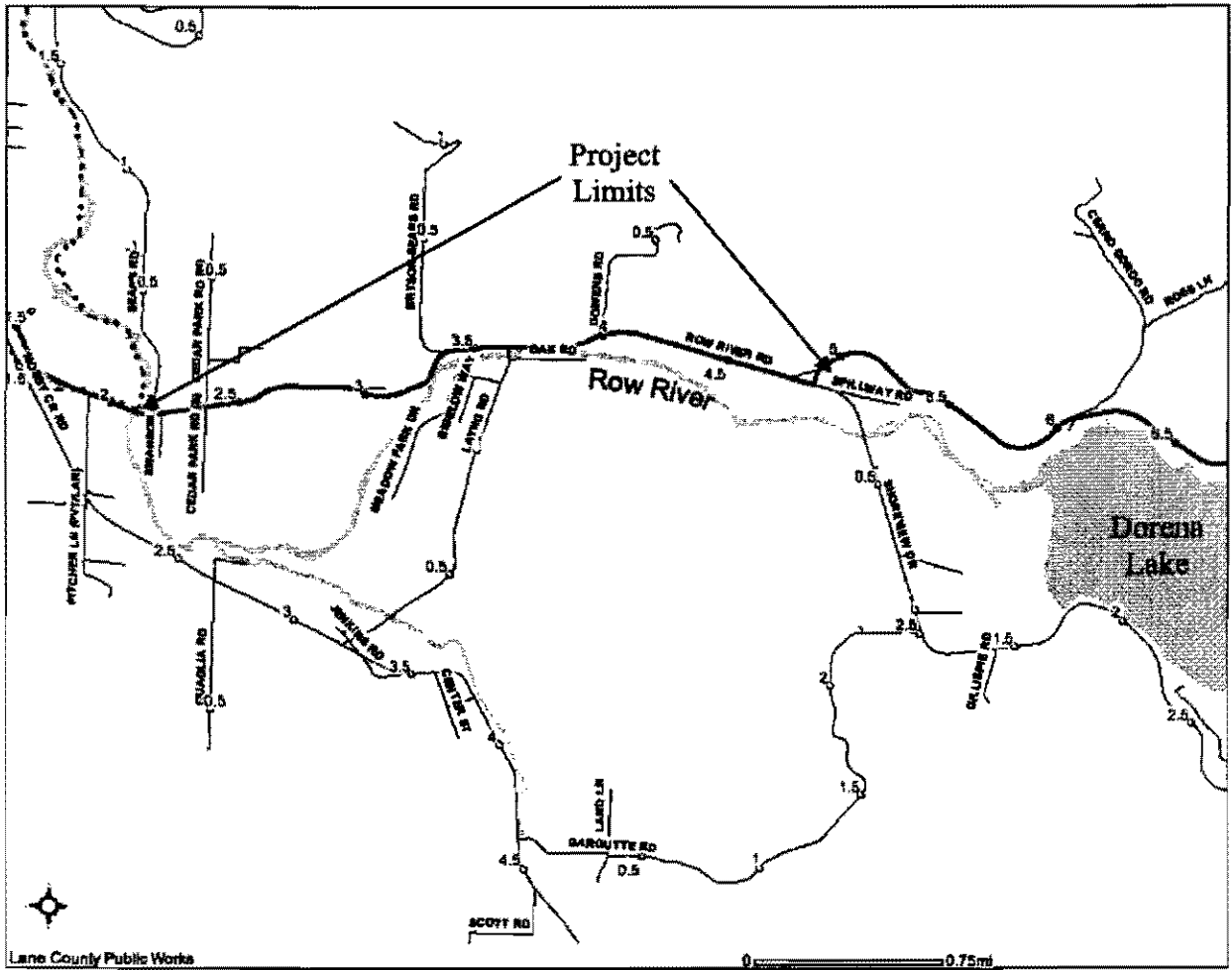
National Forest: Umpqua		State/County/Local Sponsor: Lane County	
Forest Supervisor Name (print): <i>Clifford J Dils Forest Supervisor</i>		District Administrator, Commissioner, Local Agency Head Name (print): Bill MORGAN	
Signature:		Signature: <i>Bill Morgan</i>	
Date:		Date: 12/15/10	
E-Mail: <i>cdils@fs.fed.us</i>		E-Mail: <i>bill.morgan@co.lane.or.us</i>	
Telephone: <i>541.957.3203</i>		Telephone: <i>541 682-6990</i>	
Point of Contact: <i>Steve Hayden</i>		Point of Contact: <i>Mike Russell</i>	
Title: <i>Civil Engineer</i>		Title: <i>Road Maintenance Planner</i>	
E-mail: <i>shaydon@fs.fed.us</i>		E-mail: <i>mike.russell@co.lane.or.us</i>	
Telephone: <i>541.957.3390</i>		Telephone: <i>541-682-6968</i>	

Submittal Requirements:

Proposals must be emailed to WFL.CallForProjects@dot.gov by December 15, 2010 and include the following:

1. Completed and signed project proposal along with a map identifying the proposed project location and termini.
2. Photos of the proposed preservation work representative of the condition of the proposed segment. (approximately 6-12 photos depending on project length and work need)

Row River Road Overlay – MP 2.10 to 4.84



Row River Road MP 2.18 – Sears Road Intersection

ROW RIVER RD - 240000, E; DMI: 2.1852 Lat/Long: -123.0238/43.7890; X/Y 4254915.7/783535.5 7/12/2010 11:59:07 AMVM



Row River Road MP 2.38 – Cedar Park Rd. Intersection

ROW RIVER RD - 240000, E; DMI: 2.3756 Lat/Long: -123.0200/43.7895; X/Y 4255911.6/783675.4 7/12/2010 11:59:25 AMMM



Row River Road MP 3.15

ROW RIVER RD - 240000, E; DMI: 3.1507 Lat/Long: -123.0050/43.7906; X/Y 4259892.9/783972.1 7/12/2010 12:00:35 PMM



Row River Road MP 3.21

ROW RIVER RD - 240000, NE; DMI: 3.2070 Lat/Long: -123.0039/43.7909; X/Y 4260177.0784082.1 7/12/2010 12:00:40 PM



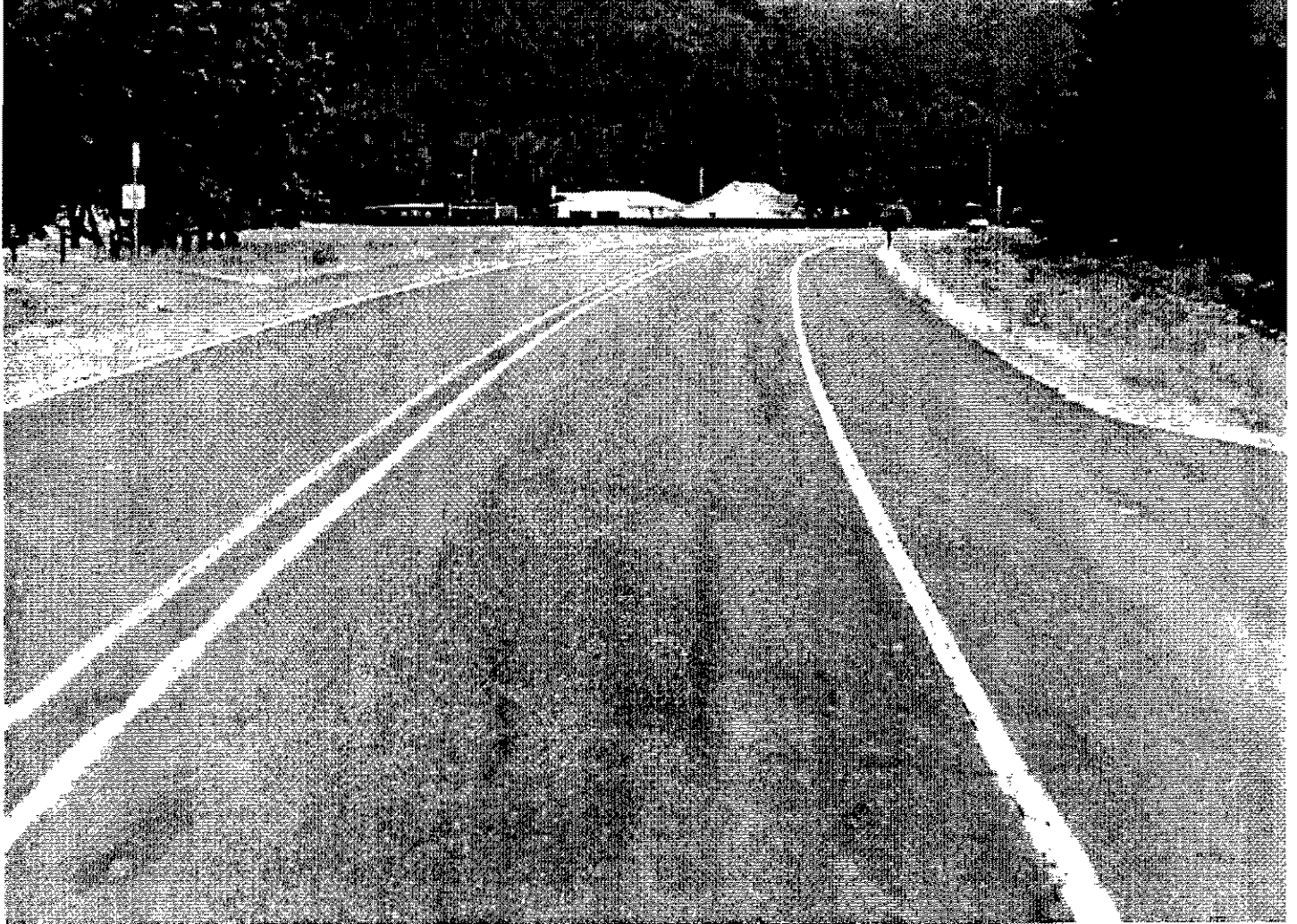
Row River Road MP 3.83

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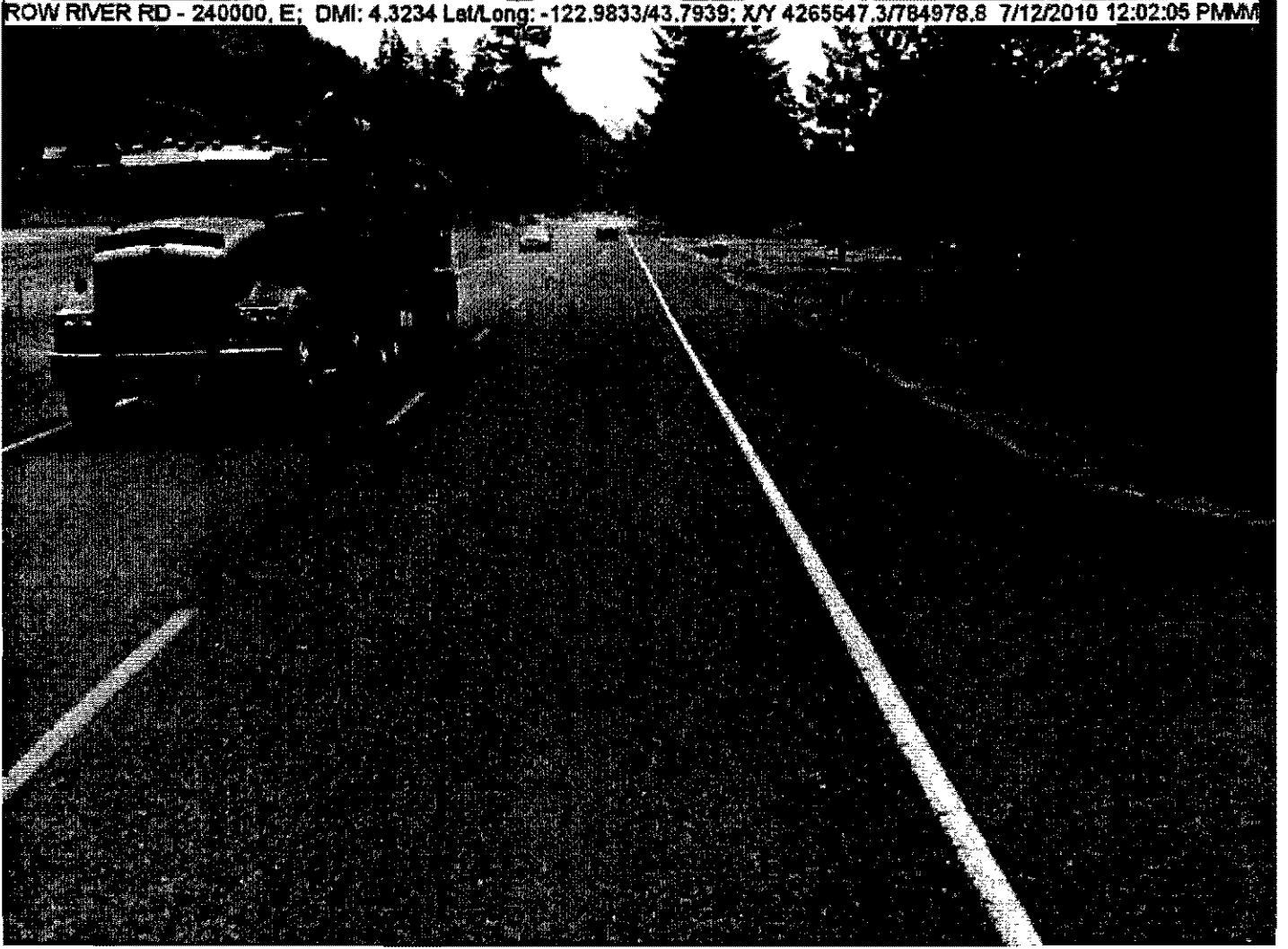
Row River Road MP 4.02

ROW RIVER RD - 240000, NE; DMI: 4.0220 Lat/Long: -122.9892/43.7943; X/Y 4264106.0/785196.9 7/12/2010 12:01:44 PM



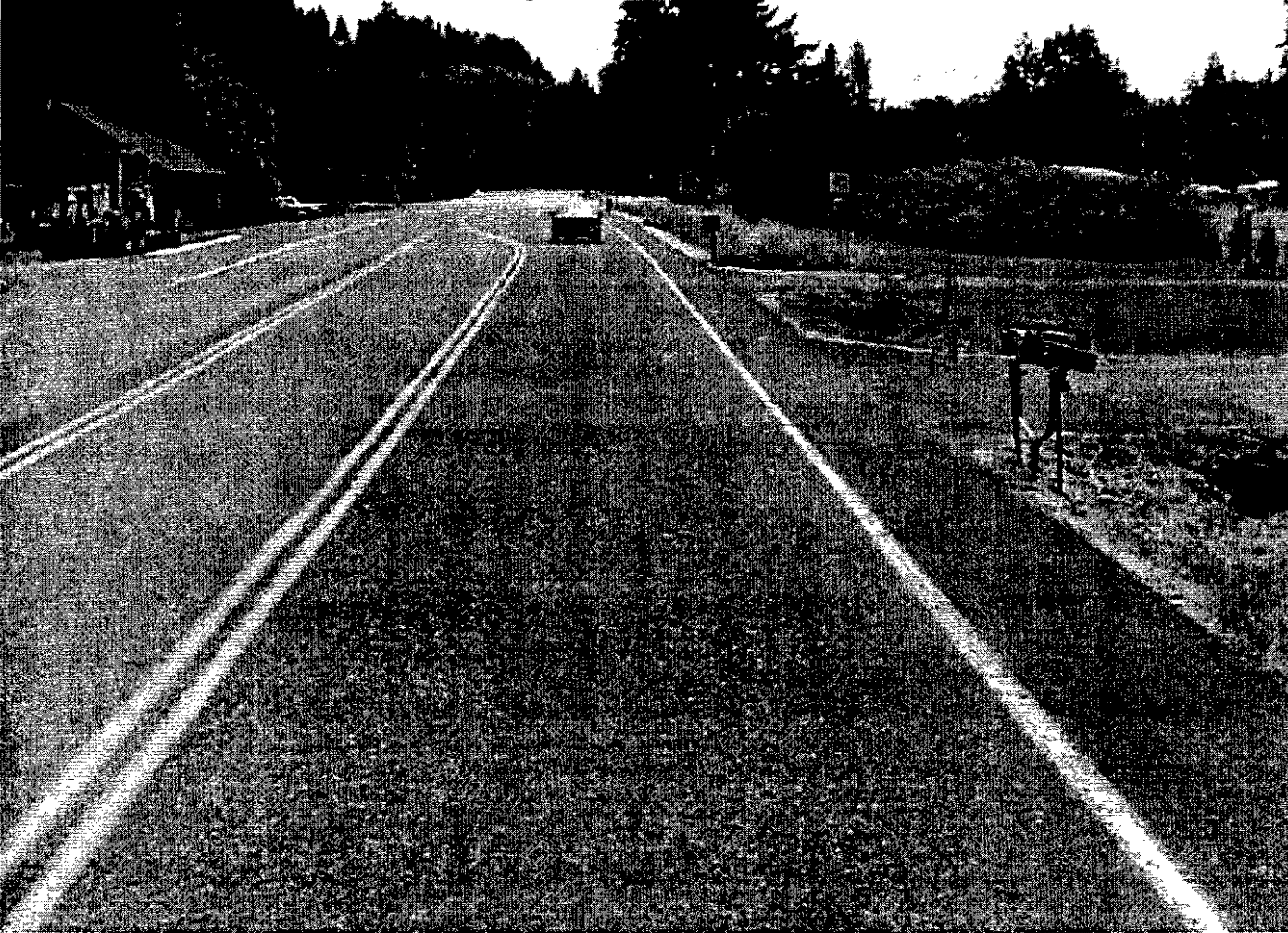
Row River Road MP 4.32

ROW RIVER RD - 240000, E; DMI: 4.3234 Lat/Long: -122.9833/43.7939; X/Y 4265647.3/784978.8 7/12/2010 12:02:05 PMMM



Row River Road MP 4.76 – Near Shoreview Drive Intersection

ROW RIVER RD - 240000, E; DMI: 4.7656 Lat/Long: -122.9749/43.7922; X/Y 4267854.3/784318.3 7/12/2010 12:02:38 PM



2010 OREGON FOREST HIGHWAY PAVEMENT PRESERVATION PROJECT PROPOSAL

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

An electronic copy of this form is available for submittal at:

<http://www.wfl.fhwa.dot.gov/programs/plh/fh/>

Forest Highway Inventory Name:		Row River Road	
FH Route #	209	Local Route #	2400-00
Project Name: Row River Road Overlay			
Agency with Jurisdiction: (Consider road 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:			
Agency currently maintaining 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:			
Sponsor: (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:			
Route is identified within the following (Check all that apply and show plan name): <input type="checkbox"/> Land Management Plan: <input checked="" type="checkbox"/> County Comprehensive Plan:			
Considering the entire Forest transportation network, this project's priority is...		<input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	Considering the entire State regional or County transportation network, this project's priority is... <input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low
Functional Classification: (Show official designations of route.) <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road			
Acres of National Forest accessed by this route:		100,000	
Primary visitor destinations:		Currin, Mosby Creek, and Stewart Covered Bridges, Dorena Lake, Baker Bay and Baker Stewart Parks, Cottage Grove, Umpqua National Forest	
Termini (Mile Posts or landmarks)	Begin	12.00	Project Length (miles) 4.00
	End	16.00	
Proposed lead agency for project: <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local agency			
Project construction funds requested from Forest Highway Program: <input type="checkbox"/> Full costs <input checked="" type="checkbox"/> Partial costs, amount: \$300,000			
Estimated Total Construction Costs:		\$665,990	
Other Funding Contributions to Project:		\$365,990	From: Lane County Road Fund

Traffic Volumes	Current	
	Actual Counts	Estimated
ADT	900	
SADT (peak season)		
% Trucks		10
% Forest related		11%
Timber (MMBF) or other resource extraction		9MMBF

Problem Statement: What purpose does this roadway serve? What is the need for this project? (Describe pavement deficiencies). Describe the consequences if these conditions are not addressed.

This road serves as the primary access to Dorena Reservoir and facilities as well as Umpqua National Forest resource lands beyond. Measured pavement defects include alligator cracking and weathering and raveling. On a Pavement Condition Index scale of 0 to 100, this section of Row River Road is rated at 62 to 69, indicating a need to provide a medium overlay. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available; possibly deferring until more expensive reconstruction is needed.

Description of proposed work: Include roadway width and surface type. Include optimum year work should be done and year work needs to be done no later than.

The proposal is to apply a 3-inch asphalt overlay to this section of Row River Road. This section of road is currently 30 feet wide and no further widening is being proposed. The design speed is 55mph. A project has been identified through Lane County's pavement management program for 2011, but is being deferred for the purposes of this grant.

Describe level of improvement planned or constructed on adjacent sections of route: Identify funding sources.

There has been a bridge replacement on Row River Road in 2006 for about \$1.5 million using Oregon OTIA III funds. An overlay was placed on the section of Row River Road between MP 1.384 and 2.10 in 2009 for about \$77,000 using Lane County Road funds. The Forest Service is working on funding the replacement of the Prather Creek bridge. Otherwise, only normal road maintenance and surface replacement is expected along National Forest system roads.

Construction Cost Estimate: Fill-in estimates for appropriate items. Add items as needed. Use current unit prices for force account or contracted out as appropriate

Quantity	Item	Unit Price	Unit	Total
	Crack Seal	\$	Linear Feet	\$
	Chip Seal	\$	Square Yards	\$
	Fog Seal, Slurry Seal	\$	Square Yards	\$
70,400 sy	Asphalt concrete pavement	\$8.60	Square Yards	\$605,440
	Geotextile	\$	Linear Feet	\$
	Pavement Markings	\$	Linear Feet	\$
	Other:			
	Other:			
Sub-Total				\$
	Mobilization (10% of Sub-Total)	\$60,550	Lump sum	\$60,550
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$665,990</u>

How does the project relate to the following evaluation criteria?

1. PRESERVATION GOAL

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

- Is the proposed project identified within a pavement management system? Would the proposed project correct a “fair” or “good” pavement condition identified by a pavement management system? Pavements in “poor” condition require more extensive work than the scope of this call.

Lane County utilizes a pavement management system based on the Bay Area Metropolitan Transportation Commission model (MTC).

Measured defects include alligator cracking, weathering, and raveling. On a Pavement Condition Index (PCI) scale of 0 to 100, this section of Row River Road is rated at 62 to 69 indicating a need to provide an asphalt overlay to maintain a “good” pavement condition. The PCI after construction would be raised to 100 within the proposed project limits.

2. 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?

Asphalt overlays are a standard maintenance practice used by the department to extend the service life of pavements and maximize the structural integrity of the County’s roadways. Overlaying roads will maintain access to large areas of Umpqua National Forest land. As is typical on the Umpqua Forest, the road is the sole arterial forest access to the entire Ranger District. This road serves the southern portion of Lane County and provides a route to timber land, recreational opportunities such as Dorena Covered Bridge, County and ACOE Parks. Fishing, firewood gathering, and recreational driving are also important uses of this section of road. This road continues to be utilized for significant timber haul from the Cottage Grove Ranger District.

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

- Identify the type of Forest related economic development opportunities the proposed project would support.
Well-maintained roads are the backbone of economic opportunity and development. Specifically, for forest uses, this project benefits logging operations and tourist based enterprises that use this road to access undeveloped opportunities.
- How would the proposed improvement contribute to local, regional or national benefits?
The proposed project would maintain very good pavement conditions for segments of Row River Road for many years in the future providing good access to any potential future development.
- Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?
The rural communities of Dorena and Culp Creek directly benefit from the proposed project as Row River Road is the primary access for these communities. Cottage Grove is the closest city and has an active timber industry. Timber uses have historically dominated the employment base in this region of Lane County.
- Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway.
No. Row River and Brice Creek Road were being looked at as part of an extension of the Aufderheide Scenic By-way to Diamond Lake, but no official designation has been issued.

3. MOBILITY GOAL

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

- Identify the system transportation plan or pavement management system plan and briefly describe the needs identified in plan. What are the consequences of not addressing these needs?
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.

The TSP also identified operations, maintenance, and preservation of the County road system as a core program. This policy recognizes that appropriate and timely maintenance is the most cost effective means of maintaining pavements at a high condition. Deferring needed maintenance treatments leads to more costly reconstruction later. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available. The proposed project is compatible with the Umpqua Forest Plan and will require no forest plan amendments.

-
- Is the road the sole access to the area?
Yes.

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 (destination or resource extraction) for this route?

Forest users, tourists and some residents use this road.

- What goods and services are transported along this segment of the network?

Good pavement condition contributes to good mobility. Timber extraction and tourism continue to be the main users along Row River Road. Dispersed camping opportunities, fee camping sites, trailheads for hiking and water recreation opportunities, and picnic sites are clustered along the major creek bottoms.

Other Remarks: *This project continues preservation efforts along Row River Road starting with a bridge replacement and overlay up to MP 1.90.*

JOINTLY SUBMITTED BY

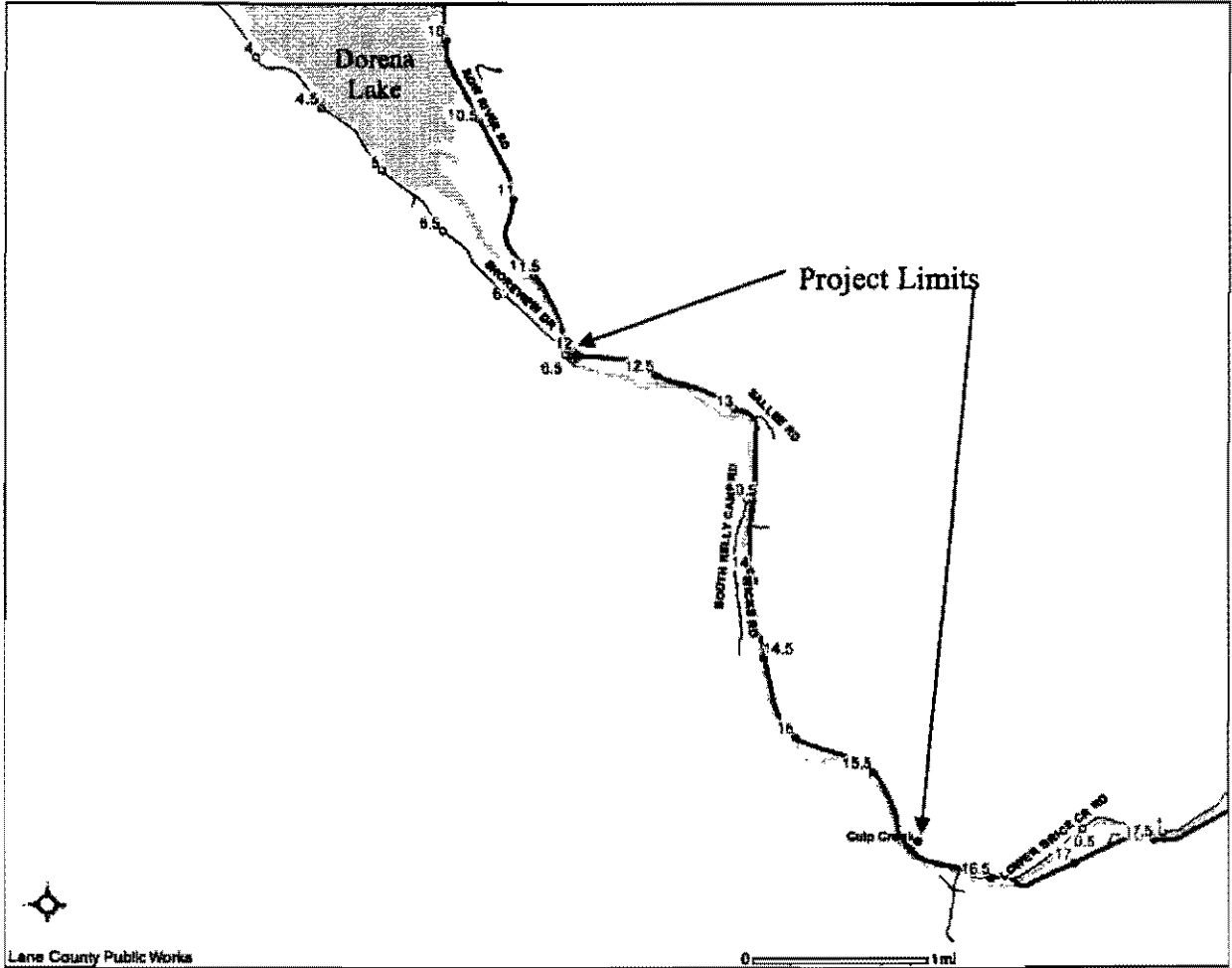
National Forest: Umpqua		State/County/Local Sponsor: Lane County	
Forest Supervisor Name (print):	<i>Clifford J Dils Forest Supervisor</i>	District Administrator, Commissioner, Local Agency Head Name (print):	Bill MORGAN
Signature:	<i>Clifford J Dils</i>	Signature:	<i>Bill Morgan</i>
Date:		Date:	12/15/10
E-Mail:	<i>cdils@fs.fed.us</i>	E-Mail:	<i>bill.morgan@co.lane.or.us</i>
Telephone:	<i>541.957.3203</i>	Telephone:	<i>541 682-6990</i>
Point of Contact:	<i>Steve Hayden</i>	Point of Contact:	<i>Mike Russell</i>
Title:	<i>Civil Engineer</i>	Title:	<i>Road Maintenance Planner</i>
E-mail:	<i>shaydon@fs.fed.us</i>	E-mail:	<i>mike.russell@co.lane.or.us</i>
Telephone:	<i>541.957.3390</i>	Telephone:	<i>541-682-6968</i>

Submittal Requirements:

Proposals must be emailed to WFL.CallForProjects@dot.gov by December 15, 2010 and include the following:

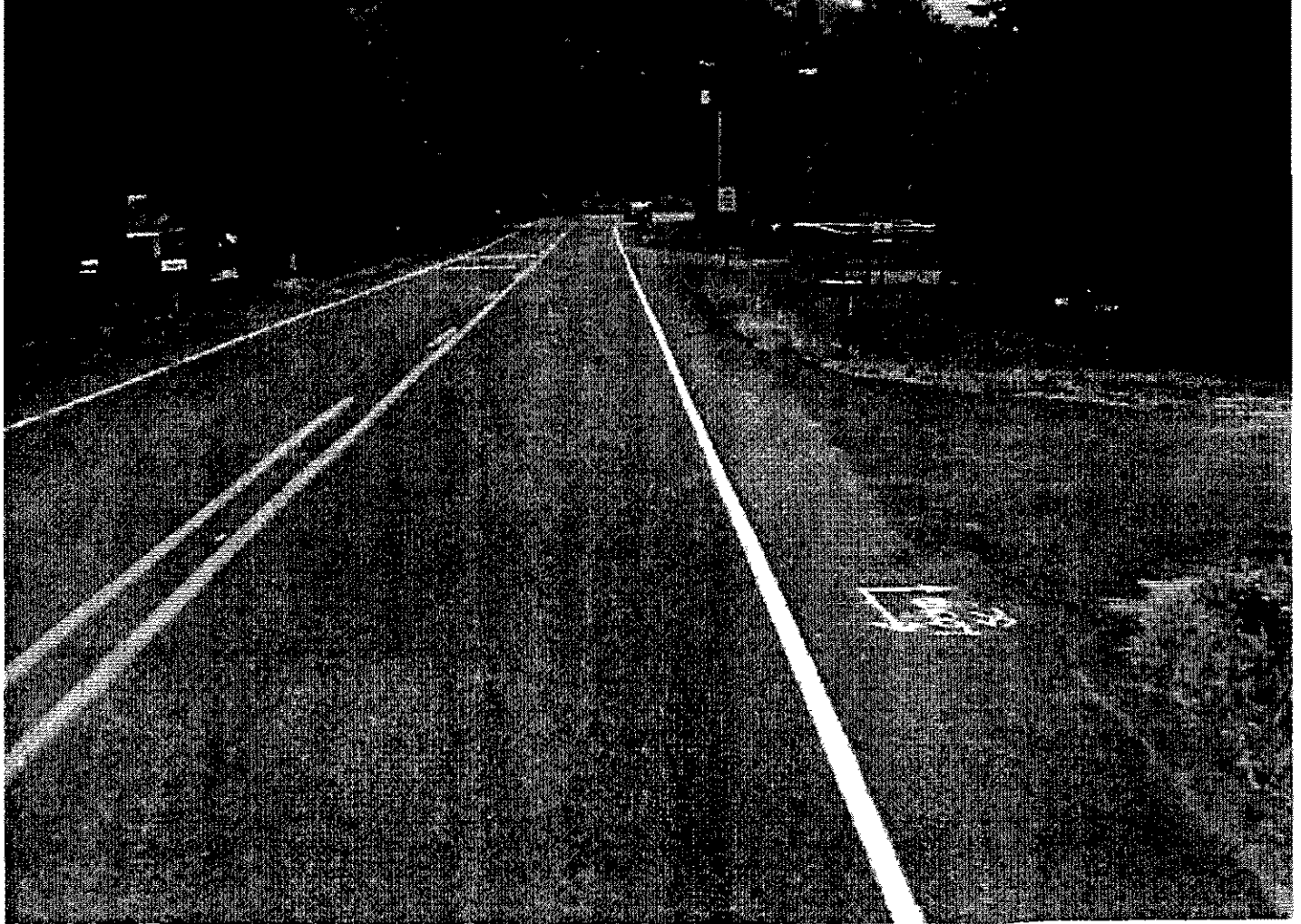
1. Completed and signed project proposal along with a map identifying the proposed project location and termini.
2. Photos of the proposed preservation work representative of the condition of the proposed segment. (approximately 6-12 photos depending on project length and work need)

Row River Road Overlay



Row River Road – MP 12.27

ROW RIVER RD - 240000, E; DMI: 12.2697 Lat/Long: -122.8793/43.7377: XY 4292511.1/763718.2 7/12/2010 12:13:35 PM



Row River Road – MP 12.86

ROW RIVER RD - 240000, SE; DMI: 12.8577 Lat/Long: -122.8683/43.7350; X/Y 4295411.2/762639.8 7/12/2010 12:14:22 PM



Row River Road – MP 12.98

ROW RIVER RD - 240000, SE; DMI: 12.9756 Lat/Long: -122.8663/43.7340; X/Y 4295915.8/762270.2 7/12/2010 12:14:31 PM



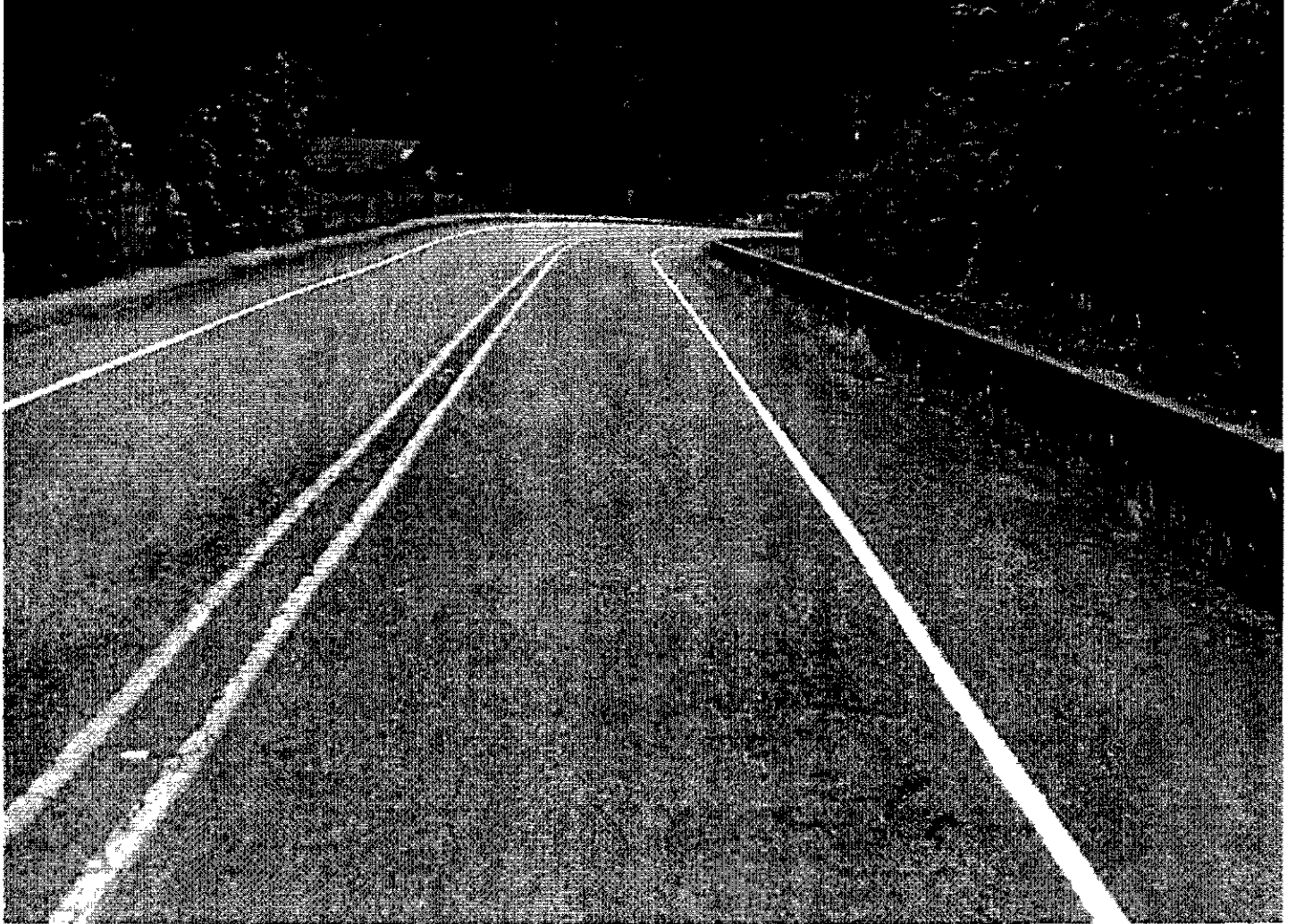
Row River Road – MP 13.00

ROW RIVER RD - 240000, SE: DMI: 13.0054 Lat/Long: -122.8657/43.7338; X/Y 4296063.1/762190.0 7/12/2010 12:14:33 PM



Row River Road – MP 13.04

ROW RIVER RD - 240000, E; DMI: 13.0353 Lat/Long: -122.8652/43.7337; X/Y 4296211.3/762159.4 7/12/2010 12:14:35 PM



Row River Road – MP 13.20

ROW RIVER RD - 240000, S; DMI: 13.2037 Lat/Long: -122.8630/43.7322; X/Y 4296763.2/761587.5 7/12/2010 12:14:48 PM



Row River Road – MP 13.31

ROW RIVER RD - 240000, S: DMI: 13.3114 Lat/Long: -122.8631/43.7307; X/Y 4296733.4/761039.0 7/12/2010 12:14:57 PM



Row River Road – MP 14.08 – Wicks Road Intersection

ROW RIVER RD - 240000, S; DMI: 14.0766 Lat/Long: -122.8632/43.7195; X/Y 4296591.8/756982.7 7/12/2010 12:16:07 PM



Row River Road – MP 15.22

ROW RIVER RD - 240000, E; DMI: 15.2233 Lat/Long: -122.8535/43.7057; X/Y 4299003.4/751881.3 7/12/2010 12:17:31 PM



Row River Road – MP 15.81

ROW RIVER RD - 240000, S; DMI: 15.8148 Lat/Long: -122.8456/43.7002; X/Y 4301030.0/749813.8 7/12/2010 12:18:19 PM

