

Memorandum Date: January 3, 2011  
Order Date: January 19, 2011

W. 5. E. 1.

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**TO:** Board of County Commissioners  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** Bill Morgan, County Engineer  
**AGENDA ITEM TITLE:** In the Matter of Authorizing Applications for Funding from the Federal Highway Administration Under the 2011 Oregon Forest Highway Program for Minor Widening, Culvert Replacements, and Spot Repairs on Identified Roads and Authorizing the County Administrative Officer to Sign all Documents in Connection with the Acceptance of the Grants

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**I. MOTION**

Move approval of the Order

**II. AGENDA ITEM SUMMARY**

The Oregon Forest Highway Program is soliciting project proposals for construction in Fiscal Year 2016 and after. The Program has received an average of \$20 million annually, and of this amount, about \$15 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 in rural and community development, economic development and promotion of tourism and travel. Reconstruction, rehabilitation, safety and preservation projects on roads serving the National Forest System are all eligible under the program.

Public Works staff requests approval to apply for up to \$7.5 Million of the funding for five separate projects as shown in substantially the form of "Exhibit A".

They are:

- 1) Coastal Deep Culverts – replacement of failing deep culverts on: North Fork Siuslaw road at M Ps 0.97, 8.05 and 11.1; Sweet Creek Road at M P 2.20; and Indian Creek Road at M P 6.56, estimated at \$1.5 million,
- 2) North Fork Siuslaw Road – spot repairs of road settlements at M Ps 4.70, 6.30, 7.4, and 9.0, estimated at \$1.0 million,
- 3) Sweet Creek Road – spot repairs of embankment slips at M Ps 5.50 and 10.55, estimated at \$500,000,
- 4) Indian Creek Road – spot repairs of embankment slips at M Ps 0.22, 4.95, 5.55, 8.00 and 9.45; a road failure at M P 10.4; and construction of minor widening to 2 lanes at M P 6.30, estimated at \$1.5 million, and;
- 5) Kitson Springs Road – repair of a slide at M P 2.6, estimated at \$3.0 million.

### **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 improvements and repairs on County Roads serving the NFS lands. Past projects include Brice Creek Road, West Boundary Road, Row River and Winberry Creek Road Overlays. Two currently-proposed projects are rebuilding the retaining wall on Sweet Creek Road at M P 1.95, for which a grant has been awarded in the amount of \$4.655 million, and the replacement of six culverts on Five Rivers Road which has been awarded a grant for the full cost of the project estimated at \$1.3 million.

#### **B. Policy Issues**

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. Submittal of this funding request is consistent with the County's policy of pursuing intergovernmental revenue whenever possible.

#### **C. Board Goals**

Repair of these roads and replacement of these culverts is consistent with the County Goals of contributing "to appropriate community development in the area of transportation and telecommunications infrastructure, housing, growth management and land development", and protection of the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure". Also, in the Lane County Strategic Plan under Section B-3(d)(6), it is stated that "Operation, maintenance, and preservation (OM&P) of the existing County road system will receive the highest priority".

Generally, this action supports Strategic Plan Core Strategy by applying for federal money to fund these projects.

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

The amount to be requested for the five projects is \$7.5 million. The project applications are being submitted separately and will compete on their own merits in the selection process. The estimated costs shown in the applications cover the costs of construction. Experience with previous projects has been that the costs of Preliminary Engineering and Construction Engineering will be included as reimbursable expenses at the time the Reimbursable Agreement (RA) is entered into. No costs for right of way or utility relocations are allowed and these will be expected to be funded from the Lane County Road Fund. In addition, although it is unlikely that all of the projects will be funded, we are encouraged by Federal Highways Administration to apply for all of the projects in order to show Lane County's need for funding from this program.

Staff time will be associated with preparation of the funding application materials and any follow-up processing, such as intergovernmental agreements, as well as incorporating the project(s) in the Capital Improvement Program. The funding is for capital projects that would be designed by Lane County and put out to bid. County Field Engineering staff would inspect



the contractor's work and handle all other aspects of administering the contracts. No additional county staffing would be required.

## **E. Analysis**

**The Coastal Deep Culverts** project involves the replacement of failing deep culverts on Sweet Creek Road, North Fork Siuslaw Road and Indian Creek Road. The roads all serve as primary accesses to vast areas of the Siuslaw National Forest and are designated as Forest Highway Routes 160, 198 and 201 respectively. The roads provide access to area residents for recreation uses such as hunting, fishing and hiking, as well as for timber harvesting and reforestation.

These culverts are all failing and if not replaced, there is a potential for catastrophic failure at any of the subject locations, which would require the respective road to be taken out of service requiring detours and out-of direction travel on North Fork Siuslaw Road and Indian Creek Roads, and the loss of all public road access in the case of Sweet Creek Road, which serves as sole a sole access to this portion of the National Forest. The \$1.5 million requested for represents the full cost of the project with no County match required.

Each culvert replacement will be analyzed to determine whether the installation of a fish-friendly culvert would improve habitat for fish spawning and rearing purposes as required by state and federal law.

**North Fork Siuslaw Road** serves as the primary access to approximately 25,000 acres of NFS land in the Central Coast Ranger District of the Siuslaw National Forest. Major tourist destinations served by this road include Bender and Houghton Boat Landings, as well as the public access to the North Fork of the Siuslaw River, which is an important Salmon and Steelhead habitat and fishing area for the Central Coast Region of Oregon.

The areas of road settlement encompassed by this project proposal, if not corrected, could lead to serious isolated failures which could require the road to be taken out of service until a funding source could be identified for the resulting more extensive reconstruction of the failed section. The cost of these spot repairs is estimated at \$1.0 million, and the application is based upon the full cost with no local match.

**Sweet Creek Road** serves as sole public road access to about 30,000 acres of National Forest land and numerous private residences lying on the south side of Highway 126. Lane County has a made a substantial previous investment in this road including slide repair, fish culvert installation, periodic chip seals and overlays and ongoing ditch cleaning and shoulder maintenance. As noted above, plans are currently being prepared to reconstruct the retaining wall at M P 1.95 utilizing a Western Federal Lands grant in the amount of \$4.655 million.

As is the case with North Fork Siuslaw Road, the two areas of embankment slip at M P 5.50 and M P 10.55 need to be repaired in the near future to avoid complete failure of the road in these locations and the potential for ultimately having to do a much more extensive reconstruction project that could take this sole access road out of service until a funding source could be identified and environmental permitting completed. The estimated full cost of these repairs is \$500,000, not including any Lane County match.

**Indian Creek Road** serves as primary access to approximately 40,000 acres of National Forest Land for recreational and resource uses, as well as to approximately 39 private residences, and the southerly portion of the road provides an important link between Highway 36 and Thompson Creek Road. The road is generally in good-to-excellent condition, but there are 5 areas of embankment slips, 1 area where the road is failing and 1 area where the road should be widened to a full 2-lane section for safety reasons.

The needed repairs in these locations should be undertaken as soon as possible in order to avoid the much more extensive and expensive repairs that will be needed in the event of a complete failure. The area in need of widening at M P 6.28 has two-lane sections on both ends of it, and widening is needed to avoid potential crashes that might be the result of drivers being unfamiliar with the area and to make the road more serviceable for resource-hauling trucks and heavy equipment.

**Kitson Springs Road** provides primary access to approximately 20,000 acres of National Forest Land as well as Kitson Hot Springs Boy Scout Camp and Hills Creek Reservoir and Dam. The proposed project will address a continuing slide on this road at approximate M P 2.6. The embankment failure has caused damage to the roadway prompting frequent asphalt patching to address cracking and sunken grades.

Only preliminary scoping has been completed on this project in connection with a previous application under this program in 2008, and no final alternative has been selected. The estimated cost of \$3.0 million is based on a large excavation of the slide area and rebuilding of the embankment, although as final scoping is completed, it may develop that realignment of the road is the preferred alternative.

All of the proposed projects are likely to need some additional right of way and relocation of utilities to facilitate the proposed construction, and these costs would need to come from the Road Fund, as this is not an allowable expense under the Program.

For all proposed projects, 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 and will be submitted for appropriate Board approvals.

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 are no required matches for this program and the applications are based on the estimated construction costs. If the application(s) are ultimately approved and grants awarded for less than the full construction costs, Public Works staff will return to the Board for its consideration of provision of any required additional costs from the Road Fund. Right of way and utility costs would need to come from the Road Fund.

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



The applications are based on an award for the estimated construction cost of the projects. If the award is for less than the full construction costs, staff will return to the Board for further direction.

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

No. This is a reimbursable grant, and the reimbursement is based on actual expenses.

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

The cost of any administrative work not eligible under the grant will be paid from the Road Fund.

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

These grants are one-time, project specific allocations that will need to be completed within the agreed-to timeline. There is no expectation of nor need for 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 relating to the facility.

**7. How will the department cover the accounting, auditing and evaluation obligations? How are the costs of 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 is it an appropriate cost incurred by support service departments?**

The activities will be managed by Public Works staff utilizing, among other tools, the cost accounting system, with input from Field Engineering and/or Road Maintenance Division staff. Any of these costs not eligible for re-imbusement will need to come from the Road Fund.

**8. Are there any restrictions against applying the County full-cost indirect charge?**

Yes. Normally, only the federally-approved overhead rate is considered to be an eligible cost.

**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?**

None that are known.

**10. Grants involving technology issues require Information Service 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 Service Department sign-off is required for all agenda items**

**requesting funding for new or enhanced computer application systems that will interface with existing county systems/infrastructure.**

This is not an IS-related project.

**F. Alternatives/Options**

1. Approve the proposed Order.
2. Deny the order and/or direct staff otherwise.

**IV. RECOMMENDATION**

Option 1.

**V. TIMING/IMPLEMENTATION**

January 31, 2011 is the deadline for submittal of the application materials. Projects must be ready to construct by Fiscal Year 2016 and beyond.

**VI. FOLLOW-UP**

The attached Order is written so as to authorize the County Administrator to sign the grant applications in substantially as shown in the attachments and the necessary intergovernmental agreements if the grants are awarded. If the conditions of the grant award are substantially different than as described above and in the attached Project Proposals, staff will return to the Board for further direction.

**VII. ATTACHMENTS**

1. Board Order with Exhibit A
2. FHWA Letter – Call for Proposals
3. Copies of Project Proposals





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

September 15, 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:

**Project Proposals**  
**2011 Oregon Forest Highway Program**

The Oregon Forest Highway Program is soliciting project proposals for construction in FY 2016 and beyond. Enclosed are the Forest Highway 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, about \$15 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 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.

Reconstruction, rehabilitation, and safety projects can be submitted. Minor enhancement elements can be included in this proposal, but only as work incidental to the overall project. Stand-alone enhancement projects (such as interpretive signs, scenic sites, viewpoints, pull-outs, etc.) are being selected through a separate process to be completed this fall.

Proposed projects must be located on 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.

Projects in all funding amounts will be considered and evaluated. 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 Federal Highway Administration (FHWA), Oregon Department of Transportation (ODOT), U.S. Forest Service (FS) and Association of Oregon Counties (AOC).

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.

The best available data should be used in completing the project proposal form. Letters of support and photos may also be included. Email the completed proposal form with all required maps, signatures, photos and letters to [WFL.CallForProjects@dot.gov](mailto:WFL.CallForProjects@dot.gov). The proposal must be received by **January 31, 2011**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

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  
[swilsonmusser@fs.fed.us](mailto:swilsonmusser@fs.fed.us)

Oregon Department of Transportation  
Patricia Fisher  
(503) 986-3528  
[Patricia.R.FISHER@odot.state.or.us](mailto:Patricia.R.FISHER@odot.state.or.us)

Association of Oregon Counties  
Jon Oshel  
(503) 585-8351  
[joshel@aocweb.org](mailto:joshel@aocweb.org)

Federal Highway Administration  
George Fekaris  
(360) 619-7766  
[George.Fekaris@dot.gov](mailto:George.Fekaris@dot.gov)

Sincerely yours,



George Fekaris  
Transportation Planner



Enclosures:

Oregon Forest Highway Program  
2011 Oregon Forest Highway Project Proposal Form  
2011 Project Evaluation Criteria

ec: Sam Carlson, USFS Region 6, Portland, OR  
Christy Darden, USFS Region 6, Portland, OR  
Sandra Wilson Musser, USFS, Region 6, Portland, OR  
Paul Mather, ODOT, Salem, OR  
Patricia Fisher, ODOT, Salem, OR  
Jon Oshel, AOC, Salem, OR  
Sandy Bacon, FHWA, Salem, OR  
Frances Sakaguchi, 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

IN THE BOARD OF COUNTY COMMISSIONERS  
OF LANE COUNTY, OREGON

ORDER NO.

( IN THE MATTER OF AUTHORIZING  
( APPLICATIONS FOR FUNDING FROM THE  
( FEDERAL HIGHWAY ADMINISTRATION  
( UNDER THE 2011 FOREST HIGHWAY  
( PROGRAM FOR MINOR WIDENING,  
( CULVERT REPLACEMENTS AND SPOT  
( REPAIRS ON IDENTIFIED ROADS AND  
( AUTHORIZING THE COUNTY  
( ADMINISTRATIVE OFFICER TO SIGN ALL  
( DOCUMENTS IN CONNECTION WITH THE  
( ACCEPTANCE OF THE GRANTS

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

**WHEREAS**, the Federal Highway Administration has invited applications for the 2011 Oregon Forest Highway Program due no later than January 31, 2011; and

**WHEREAS**, Lane County staff prepared 5 applications for the following projects amounting to \$7.5 million, to wit:

- |   |               |
|---|---------------|
| 1. Coastal Deep Culvert Replacements    | \$1.5 million |
| 2. North Fork Siuslaw Road Spot Repairs | \$1.0 million |
| 3. Sweet Creek Road Spot Repairs        | \$0.5 million |
| 4. Indian Creek Road Spot Repairs       | \$1.5 million |
| 5. Kitson Springs Road Slide Repair     | \$3.0 million |

**Whereas** County staff has prepared the applications and will submit them prior to the deadline of January 31, 2011;

**NOW THEREFORE, BE IT**

**ORDERED**, that the Board of Commissioners authorizes the submittal of said applications for the above-referenced projects in substantially the form as shown on the attached, collectively identified as "Exhibit A"; and

**IT IS FURTHER ORDERED**, that upon award of a grant, the Board delegates authority to the County Administrative Officer to accept the award and sign all related documents and agreements.

EFFECTIVE this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

APPROVED AS TO FORM:

Date: 1-6-11

  
\_\_\_\_\_  
OFFICE OF LEGAL COUNSEL

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



"EXHIBIT A"

2011 OREGON FOREST HIGHWAY PROJECT PROPOSAL

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

Forest Highway Inventory Name: Sweet Creek Road

FH Route # 160 Local Route # 5036-00

Project Name: Sweet Creek Road Spot Repairs

Agency with Jurisdiction: (Consider road ownership, and operation, law enforcement. Check all that apply.)
() Forest Service () State (X) County () Local Agency () Other:

Agency currently maintaining roadway: (Check all that apply.)
() Forest Service () State (X) County () Local Agency () 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.)
() Forest Service () State (X) County () Local Agency () Other:

Project is identified within the following (Check all that apply and show plan name):
() System Transportation Plan: Road maintenance is a core transportation system program
() Land Management Plan: NA
() Regional Transportation Plan:
(X) County Transportation System Plan: Refer to County TSP

Functional Classification: (Show official designations of route.)
() National Highway System () Arterial (X) Major Collector () Minor Collector () Local Road

Acres of National Forest accessed by this route: Approximately 30,000 acres

Primary visitor destinations: Sweet Creek Trail, F. S. Road Network #48

Termini (M. P.'s or landmarks) Begin MP 5.50 Project Length (miles) 5.05(Spot Repairs)
End MP 10.55

The lead agency for project delivery will be WFLHD. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation:
Lane County will be the lead agency for project delivery for this project-Rationale: County has all needed resources and staff expertise to accomplish the proposed work.

Project delivery services requested from WFLHD (check all that apply):
() 30% Design and Environmental Clearance () Final Design () Construction Administration

Project construction funds requested from Forest Highway Program:
(X) Full costs () Partial costs, amount: \$

Key Items of construction work (check all that apply):
(X) Paving (X) Base (X) Earthwork () Major concrete structures
(X) Major culverts () Roadside safety structures () Bridges () Other:

Estimated Total Construction Costs: \$500,000

Other Funding Contributions to Project: \$ From:

"EXHIBIT A"

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	300		445	LC TSP (2%/yr.)
Seasonal Average Daily Traffic (peak season) (SADT) on Forest Highway		450	670	
% Trucks		20		
% Forest related				
Recreational Visitor Days (RVD)				
Timber (MMBF) or other resource extraction				
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

*Problem Statement: What purpose does this roadway 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, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.*

*Sweet Creek Road is a sole access to residences along the road south of Highway 126, the Sweet Creek Trail, Bernhardt Creek Road and approximately 30,000 acres of National Forest Land. On a Pavement Condition Index scale of 0 to 100, Sweet Creek Road has a rating ranging between 77 and 90, but has two areas which have experienced persistent settlement in the recent past. These two areas at approximate Mile Posts 5.5 and 10.5 have been patched in the past, but the longitudinal cracking of the pavement is evidence that the underlying structure of the road is failing. If these areas are not corrected and repaired they could lead to serious isolated failures which could require the road to be taken out of service.*

*The consequences of not addressing this need is that repairs will need to be deferred until funding becomes available, possibly until affected portions completely fail, resulting in a more expensive reconstruction of the roadway. Substantial investment has been made in this road utilizing funding from the Lane County Road Fund and from WFLHD in the past in projects to improve repair and preserve Sweet Creek Road including several "fish-friendly" culvert installations, repair of slide areas and some realignment and widening. The County has a pending project to replace an existing retaining wall at M P 1.95 for which the County has received a grant in the amount of \$4.655 million.*



**"EXHIBIT A"**

Description of proposed work: Include roadway width, surfacing type, description of conceptual design, any unusual design elements, approximate design speed, and any work affecting structures (include structures on National Bridge Inventory). Include optimum year work should be done and year work needs to be done no later than.

*This project proposal calls for repair and/reconstruction of segments of road settlement on Sweet Creek Road at approximate M P s 5.5 and 10.55. The road is currently 22 feet wide and no widening is proposed. The design speed is 35 mph. Repair of these road settlements and embankment failures as soon as possible will help to avoid possible failure of the road and having to take it out of service thereby cutting off access for residents, recreational and resource users. The work should be constructed in 2016, allowing design, environmental and right of way work to be completed in 2015.*

*The work generally consists of excavation of the failed areas and rebuilding of the fills using native or imported suitable materials, followed by installation of a new base course of crushed rock and paving the reconstructed area with new HMA paving.*

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

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

Anticipated time (months) to acquire all needed ROW: 8

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

**Utilities:** Identify utilities in the roadway corridor. Would relocation be needed?

*Telephone and electric. Temporary relocation may be needed in road settlement areas during construction.*

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

*This project is a road repair and maintenance project, no improvements are planned.*

<b>Which of the following environmental and social issues are within the project area:</b>	<b>Could the proposed project affect this issue?</b>
Wetlands ( ) No (X) Yes	( ) No (X) Yes
T&E Species ( ) No (X) Yes	( ) No (X) Yes
Other Fish & Wildlife & Habitat ( ) No (X) Yes	( ) No (X) 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 (X) No ( ) Yes	(X) No ( ) Yes
Wildlife Refuge (X) No ( ) Yes	(X) No ( ) Yes
Hazardous Materials (X) No ( ) Yes	(X) No ( ) Yes
Stream Encroachments ( ) No (X) Yes	( ) No (X) 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?

*Sweet Creek lies in close proximity to the two areas proposed for repair. Additional right of way may be required in order to construct the contemplated road repairs. Oregon Department of State Lands and/or Corps of Engineers removal/fill permits may be required.*



**"EXHIBIT A"**

**Describe the range of attitudes, both support and opposition, that this 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.

*Operation, maintenance and preservation of the existing County road system is a budget priority for Lane County and its Public Works Department. The opportunity for grant funding to support needed repairs to roads providing access to National Forest lands for recreation and resource uses is generally perceived in a positive manner by the public, road users and stakeholders. This is especially true in light of the decline in other sources of funding that have been used to pay for repairs.*

*Travel delays during construction are viewed as a necessary inconvenience in order that the public's investment in infrastructure may be preserved.*

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

Quantity	Item	Unit Price	Unit	Total
	Clearing & Grubbing	\$	Acres	\$4,500
	Roadway Excavation	\$	Cubic Yards	\$200,000
	Imported Borrow	\$	Cubic Yards	\$25,000
	Sub-excavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$2,500
	Asphalt concrete pavement	\$	Square Yards	\$10,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$50,000
	Aggregate Sub-Base	\$	Cubic Yards	\$
	Major Culverts	\$	Each	
	Minor Culverts	\$	Linear Feet	\$10,000
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$40,000
	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$5,000
	Bridges	\$	Square Feet	\$
	Other: TPDT, signs, barricades, flaggers	\$		\$5,000
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
<b>Sub-Total</b>				<b>\$357,000</b>
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$35,700
	Contingencies (30% of Sub-Total)	\$	Lump sum	\$107,100
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>				<b><u>\$ 499,800</u></b>

**Proposed Forest Service/State/County/Local Contribution to Project:** (Cost share, commitment to build adjacent project, etc).

*Lane County will be responsible for all costs associated with right of way acquisitions and any needed utility relocations.*



"EXHIBIT A"

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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.**

- How many and what type of crashes have occurred on the project site in the last five years?  
*Based upon data obtained from the Lane County Road Maintenance Information System, there have been no reported crashes on Sweet Creek Road within the last five years. Anecdotal evidence and past experience that areas of sunken grade may contribute to crashes occurring involving drivers unfamiliar with conditions in the area, particularly visitors to the National Forest from other areas. Areas of sunken grade present a hazard to drivers who may be driving at an appropriate speed for the conditions leading into the sunken road segment and are caught unaware.*
- How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?  
*Correction of the sunken grade areas and restoration of proper shoulder widths will enhance the overall safety of users of the road. In addition, Lane County Public Works will assess other safety needs that can be addressed in connection with this major road maintenance and repair project. These may include such things as brush mowing, hazard tree removal and minor shoulder betterment, which are all evaluated and scheduled as part of the project.*
- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic?  
*Yes, in that these sunken grade areas present a hazard in the use of the road by forest-related trucks and recreational users.*
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?  
*All road users will benefit from the stabilization of these road settlement areas due to both the reduction of the potential for an unexpected catastrophic failure of the road section and the new, smoother level pavement section to be constructed in connection with the project. Restoration of the sunken grade will enhance safety for bicyclists and pedestrians who must share the road with larger vehicles including log trucks and recreational vehicles. This will facilitate the use of National Forest Lands for both resource and recreational use, particularly for out-of-area users who may not be accustomed to driving on rural forest roads.*
- What are the results/recommendations of any road safety audits conducted for the project?  
Describe the basis for your information and include reported accidents and anecdotal information.  
*Although no formal road safety audit has been undertaken by the County, these failed areas have been identified by Lane County Road Maintenance staff as areas needing repair, both from a public safety perspective and to prevent further failure of the road in these areas.*
- Is the project identified in a strategic safety plan?  
*Yes. Protection and enhancement of public safety is a Core Value of Lane County's Adopted Strategic Plan. Identification of potential hazards is an important part of protection of public safety. The Lane County TSP in Chapter 3, Goal 1, states that "Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance and repair.*



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## 2. PRESERVATION GOAL

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

- Is the project included in a pavement management system? If so, what is the Pavement Condition Index (PCI)?  
*Sweet Creek Road has overall Pavement Condition Index ratings ranging from 77 to 90 (Very Good – Excellent, and but the two areas proposed for reconstruction evidence significant longitudinal cracking of the pavement indicating structure failure and which would rate much lower on the PCI scale.*  
Would the proposed project correct a “deficient” bridge identified by the National Bridge Inventory System? What is the bridge’s current Sufficiency Rating? *N. A.*
- How much of the project is proposed for full pavement rehabilitation (i.e. existing pavement in “Poor” or worse condition)? *N. A.*
- How much of the project pavement is in “Fair” or “Good” condition? How much will the project improve the pavement condition?  
*The road settlement and embankment failure areas to be addressed by this project would rate as “Fair” under the PCI criteria. This project will raise the pavement conditions in the subject areas to the range of 85 and above (very good to excellent).*
- How would the proposed project affect maintenance and operating costs of the existing transportation network? Is winter maintenance currently provided?  
*Long-term operating costs for the transportation network will be reduced due to reduction in the expense of patching and crack sealing the affected areas, and the new pavement areas should defer the need for overlaying these areas in the foreseeable future. Lane County provides year-around, full service maintenance of Sweet Creek Road including winter maintenance.*
- What is the annual cost of maintaining and operating the existing facility? What is the anticipated cost of maintenance and operation of the facility with the proposed improvements?  
*Average Annual maintenance cost for this section of road is \$20,000 per mile per year, which is substantially higher than average to this type or rural county road.*

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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? What effects are expected from these changes in access and utilization? Who would be affected?  
*Sweet Creek Road is the sole access to this section of the Siuslaw Forest; both for recreation and resource uses, as well as for the private residences located along the road. This project would retain the current level of service for the road and allow continued full utilization of the road for forest-related using including logging, reforestation and recreation. The project should enhance overall recreational use of the forest and should have both economic and social benefits due to the improved access to the Forest lands.*
- What NFS resources would be utilized more if the project is implemented? How does the proposed project contribute to the use of renewable, non-renewable or recreational resources of the National Forest? Provide specific examples.  
*Keeping Sweet Creek Road open and stable provides access to all the uses and benefits provided by the National Forest. These include logging, hunting and fishing, camping and hiking as well as enjoyment of wildlife resources.*



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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 project support or enhance opportunities for forest related recreational use and tourism?

*It will support continued efficient and economic use of the National Forest for recreational and timber harvest uses by preventing a major failure of the road at the subject locations.*

- How would this proposed project support commodity extraction (mining, timber, agriculture) on NFS lands? Describe the scope of these potential economic development benefits.  
*Assurance of a safe and stable road connection will support timber harvest and reforestation activities by providing a stable transportation network from the National Forest to destinations on the Oregon Coast and the Willamette Valley and the I-5 Corridor.*
- 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 Oregon Coastal communities including Waldport, Florence, Reedsport and Coos Bay-North Bend among others, as well as Mapleton and the Eugene-Springfield area all receive economic benefits from activities conducted within or related to the adjacent National Forest Areas. These include employment from wood products processing and shipping, and lodging and food and related services benefiting from recreational uses including fishing and hunting as well as eco tourism.*
- If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan? *N. A.*

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**4. MOBILITY GOAL**

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

- Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Forest, State or County network? How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

*The Lane County Transportation System Plan (TSP) adopted by the Board of county Commissioners in June 2004 provides supporting 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 decision for the Capital Improvement Program and for roadway operations, maintenance and repair.*

*Failure to address the need for repairs on these road settlement areas and the resulting potential of catastrophic failure will degrade the transportation system as a whole, by diverting scarce Road Fund resources to pay for marginal, often temporary repairs and would also degrade efficient access to an from a large portion of the National Forest.*

- How would the proposed project improve the continuity of the transportation network?



"EXHIBIT A"

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*Sweet Creek Road provides an important transportation link to the National Forest lands along the south line of Lane County bounded on the North by Highway 126, on the east by Knowles Creek and on the west by Canary Road. This project will address known road settlement areas which could potentially lead to failures of the affected sections of road.*

- Which gaps or missing links would the proposed project address? *None.*
- What travel restrictions, bottlenecks, or size/load limits impede travel?

*Sweet Creek Road is open to legal loads and to overweight/oversize loads by permit. This project will not affect the overweight/oversize capability of the road.*

- What work has been completed on adjacent sections to create route continuity?

*Lane County has replaced numerous failing culverts with fish-friendly culverts over the past 10 years or so and has followed a regular maintenance program that has included crack sealing, blade patching, shoulder maintenance and re-rocking and ditch cleaning, and the consistent maintenance is reflected in the overall "good" to "very good" PCI index for this road. The County is also preparing plans for the reconstruction of a 40 year-old retaining wall located at M. P. 1.95 using a federal grant program and at a cost of about \$4.4 million.*

- 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.**

- How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the forest highway user? *N. A.*
- What are the major traffic generators within the NFS (recreation destination or resource extraction) for this route?

*Resource extraction and recreational trips are the major use of this section of forest served by Sweet Creek Road.*

How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?

*Repair of the failed road sections and restoration of proper shoulder width will facilitate the use of the road for alternate modes of travel including bicycle and pedestrians. The project would not add any pavement width to the road, and it would not include any conventional ADA improvements.*

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**5. ENVIRONMENTAL QUALITY GOAL**

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

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations. This scoring is for projects which enhance environmental goals.

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan. Would the proposed project require modifications or amendments to these plans?  
*The proposed projects will assure continued stable and safe access to the recreational and resource opportunities available on the National Forest Lands. Any riparian or in-water work would be subject to review and permitting by Oregon Division of State Lands and/or US Army Corps of Engineers if applicable. No amendment to the Forest Plan is anticipated.*
- How would the proposed project enhance habitat, native vegetation, and/or reduce noxious weeds?  
*Streamside vegetation will be restored where disturbed, as required by the permitting agencies. Any new slopes will be designed to allow for vegetation control in accordance with Lane County's Integrated Vegetation Management (IVM) policies.*
- How would the project enhance wildlife connectivity and/or aquatic organism passage?  
*Any culvert replacements will be evaluated to determine whether fish passage is a consideration.*
- How would the project enhance water quality, riparian and/or wetland function?  
*Any stormwater runoff from the project areas will be treated in accordance with NPDES requirements.*

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Other Remarks:

*The repair of these road settlement areas will enhance the continued high level of service provided to all Forest users by Sweet Creek Road including recreational and timber uses. The reconstruction of the failed sections will also make the road more attractive for alternate modes of travel including bicycles and pedestrians.*

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"EXHIBIT A"

JOINTLY SUBMITTED BY			
<b>National Forest:</b>		<b>State Region/Area/District, County, Local Sponsor:</b>	<i>Lane County</i>
<b>Forest Supervisor Name:</b>		<b>Region/Area/District Manager, Commissioner, Local Agency Head Name:</b>	<i>Marsha A. Miller Lane County Public Works Dir.</i>
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>		<b>Date:</b>	
<b>E-Mail:</b>		<b>E-Mail:</b>	<i>marsha.miller@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6900</i>
<b>Point of Contact:</b>		<b>Point of Contact:</b>	<i>Bill Morgan</i>
<b>Title:</b>		<b>Title:</b>	<i>County Engineer</i>
<b>E-mail:</b>		<b>E-mail:</b>	<i>bill.morgan@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6990</i>

**Provide a good quality map clearly showing the project location and project termini.**

The best available data should be used in completing the project proposal form. Letters of support and photos may also be included.

Email the completed proposal form with all maps, signatures, photos, and letters of support to:

WFL.CallForProjects@dot.gov.

The proposal must be received by **January 31, 2011**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

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  
swilsonmusser@fs.fed.us

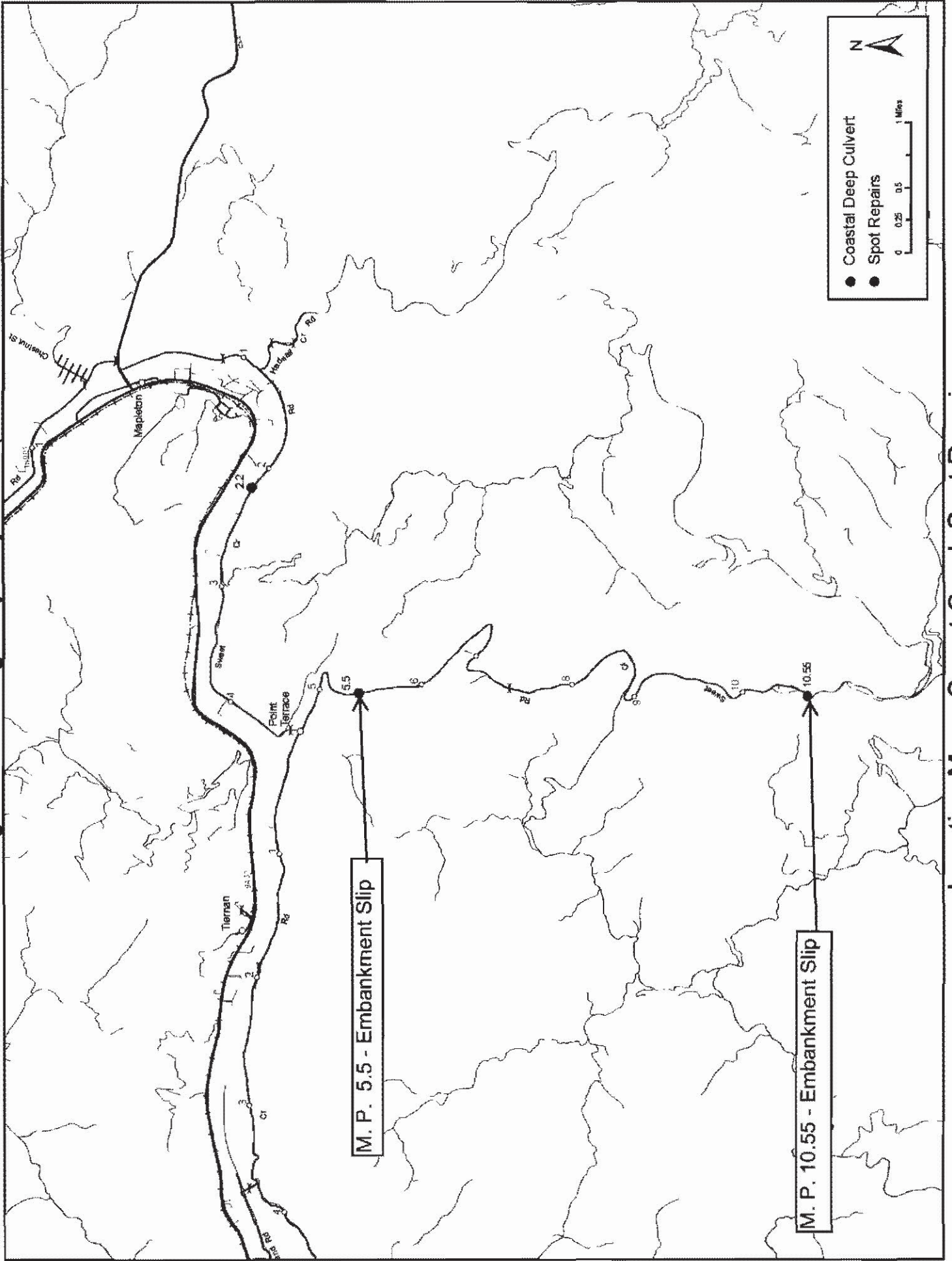
Oregon Dept. of Transportation  
Patricia Fisher  
(503) 986-3528  
Patricia.R.FISHER@odot.state.or.us

Association of Oregon Counties  
Jon Oshel  
(503) 585-8351  
joshel@aocweb.org

Federal Highway Administration  
George Fekaris  
(360) 619-7766  
George.Fekaris@dot.gov



# Oregon Forest Highway Project Proposal



Location Map - Sweet Creek Spot Repairs

**"EXHIBIT A"**  
**2011 OREGON FOREST HIGHWAY PROJECT PROPOSAL**

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

<b>Forest Highway Inventory Name:</b>		<i>Kitson Springs Road</i>	
<b>FH Route #</b>	<i>177</i>	<b>Local Route #</b>	<i>6178</i>
<b>Project Name:</b>		<i>Kitson Springs Slide Repair @ M P 2.6</i>	
<b>Agency with Jurisdiction:</b> (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:			
<b>Agency currently maintaining roadway:</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"/> System Transportation Plan: <i>Road Maintenance is identified as a core transportation system program.</i> <input type="checkbox"/> Land Management Plan: <input type="checkbox"/> Regional Transportation Plan: <input checked="" type="checkbox"/> County Transportation System Plan: <i>The TSP is a component of the Comprehensive Plan.</i>			
<b>Functional Classification:</b> (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			
<b>Acres of National Forest accessed by this route:</b>		<i>45,000+</i>	
<b>Primary visitor destinations:</b>		<i>Hills Creek Reservoir, Kitson Hot Springs</i>	
<b>Termini (M. P.'s or landmarks)</b>	<b>Begin</b>	<i>2.50</i>	<b>Project Length (miles)</b> <i>0.25</i>
	<b>End</b>	<i>2.75</i>	
<b>The lead agency for project delivery will be WFLHD. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation:</b> <i>Lane County will be the lead agency for project delivery for this project-Rationale: County has all needed resources and staff expertise to accomplish the proposed work.</i>			
<b>Project delivery services requested from WFLHD</b> (check all that apply): <input type="checkbox"/> 30% Design and Environmental Clearance <input type="checkbox"/> Final Design <input type="checkbox"/> Construction Administration			
<b>Project construction funds requested from Forest Highway Program:</b> <input checked="" type="checkbox"/> Full costs <input type="checkbox"/> Partial costs, amount: \$			
<b>Key Items of construction work (check all that apply):</b> <input checked="" type="checkbox"/> Paving <input checked="" type="checkbox"/> Base <input checked="" type="checkbox"/> Earthwork <input type="checkbox"/> Major concrete structures <input type="checkbox"/> Major culverts <input type="checkbox"/> Roadside safety structures <input type="checkbox"/> Bridges <input type="checkbox"/> Other:			
<b>Estimated Total Construction Costs:</b>		<i>\$ 3,000,000</i>	
<b>Other Funding Contributions to Project:</b>		<b>\$</b>	<b>From:</b>



**"EXHIBIT A"**

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	550		800	<i>County TSP (2%/yr.)</i>
Seasonal Average Daily Traffic (peak season) (SADT) on Forest Highway				
% Trucks				
% Forest related		60%	60%	<i>Forest</i>
Recreational Visitor Days (RVD)		120,000	170,000	<i>Forest</i>
Timber (MMBF) or other resource extraction		4	4	<i>Forest</i>
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

**Problem Statement:** What purpose does this roadway 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, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.

*This Rural Major Collector serves as primary access to Kitson Hot Springs Boy Scout Camp and Hills Creek Reservoir Recreation Area and Hills Creek Dam. Catastrophic failure of the slide area will close the road until it could be repaired. Currently, Lane County maintains the pavement in the slide area by applying asphalt as needed.*

**Description of proposed work:** Include roadway width, surfacing type, description of conceptual design, any unusual design elements, approximate design speed, and any work affecting structures (include structures on National Bridge Inventory). Include optimum year work should be done and year work needs to be done no later than.

*This project proposes to address a continuing slide on Kitson Springs Road just north of the town of Oakridge. The embankment failure has caused damage to the road way prompting frequent asphalt patching to address cracking and sunken grades. A catastrophic failure will close access to many forest uses for an extended period of time.*

*Only preliminary scoping on this project has been completed. Final scoping will evaluate the two major alternatives; excavation and rebuilding of the embankment or realignment of the roadway in order to avoid the slide. Design Speed is 25 mph for the curves (as signed). The project timeline anticipates construction in 2016, with right of way, environmental and utility coordination to be undertaken in 2015.*



**"EXHIBIT A"**

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

Classification of ROW required for project:     Extensive             Minor             None

Anticipated time (months) to acquire all needed ROW: 8

Will coordination with any railroads be needed?  Yes  No

**Utilities:** Identify utilities in the roadway corridor. Would relocation be needed?

*Locates have not been requested. Overhead electric is located downhill from the slide area, but no poles are located in the slide area. If realignment is the preferred alternative, relocation of any underground utilities may be required.*

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

*Adjacent sections of route are planned for routine maintenance only. No improvements are planned.*

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

*Proximity to Hills Creek Reservoir should be considered, but the project appears to be outside of the jurisdictional boundaries of regulating agencies. This will need to be confirmed as the project develops. Hills Creek Dam is operated by the Army Corps of Engineers. Construction and right of way issues will need to be coordinated with the Corps.*

**Describe the range of attitudes, both support and opposition, that this 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.

*It is anticipated that this project will receive broad support from both recreational and forest industry users of the adjacent forest lands and recreation area. This project was included in Lane County's submission under the 2008 WFLHD Call for Projects. It has been identified as a priority for repairs for many years. It is anticipated that the public will understand the need to stabilize the road and take steps to keep it open for access to forest uses and will therefore be supportive of this project.*



**"EXHIBIT A"**

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

Quantity	Item	Unit Price	Unit	Total
	Clearing & Grubbing	\$	Acres	\$35,000
	Roadway Excavation	\$	Cubic Yards	\$750,000
	Imported Borrow	\$	Cubic Yards	\$
	Sub-excavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$5,000
	Asphalt concrete pavement	\$	Square Yards	\$96,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$30,000
	Aggregate Sub-Base	\$	Cubic Yards	\$210,000
	Major Culverts	\$	Each	\$50,000
	Minor Culverts	\$	Linear Feet	\$
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$825,000
	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$90,000
	Bridges	\$	Square Feet	\$
	Other: <i>TPDT, signs, barricades, flaggers</i>	\$		\$30,000
	Other: <i>Erosion Control</i>	\$		\$20,000
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	<b>Sub-Total</b>			\$
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$214,000
	Contingencies (30% of Sub-Total)	\$	Lump sum	\$642,000
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>				<b>\$3,000,000</b>

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

*Lane County will provide labor, materials and services related to utility coordination and right of way acquisition.*



## "EXHIBIT A"

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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.**

- How many and what type of crashes have occurred on the project site in the last five years?  
*Based upon data obtained from the Lane County Road Maintenance Information System, there have been no reported crashes on Kitson Springs Road within the last five years. Anecdotal evidence and past experience indicates that areas of sunken grade may contribute to crashes occurring involving drivers unfamiliar with conditions in the area, particularly visitors to the National Forest from other areas. Areas of sunken grade present a hazard to drivers who may be driving at an appropriate speed for the conditions leading into the sunken road segment and are caught unawares.*
- How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?  
*Correction of the sunken grade areas and restoration of proper shoulder widths will enhance the overall safety of users of the road. In addition, Lane County Public Works will assess other safety needs that can be addressed in connection with this major road maintenance and repair project. These may include such things as brush mowing, hazard tree removal and minor shoulder betterment, which are all evaluated and scheduled as part of the project.*
- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic?  
*Yes, in that this sunken grade area presents a hazard in the use of the road by forest-related trucks and recreational users.*
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?  
*All road users will benefit from the stabilization of these road settlement areas due to both the reduction of the potential for an unexpected catastrophic failure of the road section and the new, smoother level pavement section to be constructed in connection with the project. Restoration of the sunken grade will enhance safety for bicyclists and pedestrians who must share the road with larger vehicles including log trucks and recreational vehicles. This will facilitate the use of National Forest Lands for both resource and recreational use, particularly for out-of-area users who may not be accustomed to driving on rural forest roads.*
- What are the results/recommendations of any road safety audits conducted for the project?  
Describe the basis for your information and include reported accidents and anecdotal information.  
*Although no formal road safety audit has been undertaken by the County, these failed areas have been identified by Lane County Road Maintenance staff as areas needing repair, both from a public safety perspective and to prevent further failure of the road in these areas.*
- Is the project identified in a strategic safety plan?  
*Yes. Protection and enhancement of public safety is a Core Value of Lane County's Adopted Strategic Plan. Identification of potential hazards is an important part of protection of public safety. The Lane County TSP in Chapter 3, Goal 1, states that "Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance and repair."*



## "EXHIBIT A"

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### 2. PRESERVATION GOAL

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

- Is the project included in a pavement management system? If so, what is the Pavement Condition Index (PCI)?  
*The pavement condition within the project area is in fair condition when patched. The proposal would raise the overall pavement condition index along Kitson Springs Road. Lane County's Pavement Management Program rates the pavement condition as "Good" (PCI = 73" from MP 0.00 to MP 4.65.*
  - Would the proposed project correct a "deficient" bridge identified by the National Bridge Inventory System? What is the bridge's current Sufficiency Rating? *N. A.*
  - How much of the project is proposed for full pavement rehabilitation (i.e. existing pavement in "Poor" or worse condition)?  
*New pavement will be included within the project area.*
  - How much of the project pavement is in "Fair" or "Good" condition? How much will the project improve the pavement condition?  
*All of the pavement is in "Fair" condition when patched. The new pavement will be rated as "Excellent" upon completion.*
  - How would the proposed project affect maintenance and operating costs of the existing transportation network? Is winter maintenance currently provided?  
*The proposed project will lower the cost of maintaining and operating Kitson Springs Road. Lane County provides year-round maintenance of the road.*
  - What is the annual cost of maintaining and operating the existing facility? What is the anticipated cost of maintenance and operation of the facility with the proposed improvements?  
*The current cost of maintaining Kitson Springs Road averages around \$4,800/mi. over the last 5 years. Just over 16.5% of that cost is directly related to maintaining the paved surface in the slide area with annual slide removal, surface patching, grade restoration and emergency work.*
- 

### 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? What effects are expected from these changes in access and utilization? Who would be affected?  
*A stable road surface in this location will lower Lane County's annual operation and maintenance costs for Kitson Springs Road, and allow allocation of funding previously allocated to maintenance of the slide to be used for other roads in Lane County including Forest Highways. All users will be benefited. Kitson Springs Road is the primary access to this area. If a catastrophic failure occurs, access may be cut off for an extended period of time.*
  - What NFS resources would be utilized more if the project is implemented? How does the proposed project contribute to the use of renewable, non-renewable or recreational resources of the National Forest? Provide specific examples.  
*Keeping Kitson Springs Road open and stable assures access to all the uses and benefits provided by the National Forest. These include logging, hunting and fishing, boating, camping and hiking as well as enjoyment of wildlife resources.*
-

## **"EXHIBIT A"**

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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 project support or enhance opportunities for forest related recreational use and tourism?

*The project would promote and enhance continued utilization and possible further development of recreational areas around Hills Creek Reservoir and Kitson Hot Springs Boy Scout Camp.*

- How would this proposed project support commodity extraction (mining, timber, agriculture) on NFS lands? Describe the scope of these potential economic development benefits.

*Assurance of a safe and stable road connection will support timber harvest and reforestation activities by providing a reliable transportation network from the National Forest to the processing and sale facilities in the Willamette Valley and elsewhere along the I-5 corridor.*

- 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 Oakridge, Eugene/Springfield, Cottage Grove, and Roseburg as well as others along the I-5 corridor all receive economic benefit from activities conducted within or related to the adjacent National Forest areas. These include employment from wood products processing and shipping, food and lodging related to tourism and boating and fishing, hunting and camping and eco-tourism.*

- If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan? *N. A.*

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## **4. MOBILITY GOAL**

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

- Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Forest, State or County network? How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

*The Lane County Transportation System Plan (TSP) adopted by the Board of county Commissioners in June 2004 provides supporting 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 decision for the Capital Improvement Program and for roadway operations, maintenance and repair.*

*Failure to address the need for repairs on these road settlement areas and the resulting potential of catastrophic failure will degrade the transportation system as a whole, by diverting scarce Road Fund resources to pay for marginal, often temporary repairs and would also degrade efficient access to an from a large portion of the National Forest.*



## **"EXHIBIT A"**

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- How would the proposed project improve the continuity of the transportation network? Which gaps or missing links would the proposed project address? What travel restrictions, bottlenecks, or size/load limits impede travel? What work has been completed on adjacent sections to create route continuity?

*Kitson Springs Road is classified as a Major Collector Road, and is the primary access to Hills Creek Dam and Reservoir. Travel around the reservoir is facilitated via Kitson Springs Road on the east bank of the reservoir and Forest Service roads along the remainder of the lake frontage. Kitson Springs Road is the primary access into resource lands beyond M P 4.65.*

- Is the road the sole access to the area?

*Kitson Springs Road is the primary access to the area. Other access is available by circuitous non-county roads. Closure of Kitson Springs Road would require a detour of 22 miles around Hills Creek Reservoir, of which about 10 miles are gravel-surfaced.*

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

- How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the forest highway user?

*Correction of this area of sunken grade would allow vehicles to maintain a safe speed through this area as appropriate for the conditions on the remainder to the Kitson Springs Road. This will facilitate traffic flow during the summer months when recreational and forest related uses are at their peak.*

- What are the major traffic generators within the NFS (recreation destination or resource extraction) for this route?

*Hills Creek Reservoir and Dam, and Kitson Hot Springs Boy Scout Camp are the major recreational traffic generators. Logging, reforestation and related uses are the predominant resource-related uses.*

- How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?

*The correction of the sunken grade area and the restoration of adequate pavement width and shoulder should improve the attractiveness of Kitson Springs for alternate modes of travel including bicycles and pedestrians. It would not include any ADA improvements.*

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## **5. ENVIRONMENTAL QUALITY GOAL**

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

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations. This scoring is for projects which enhance environmental goals.

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan. Would the proposed project require modifications or amendments to these plans?

*In general, the proposed project is intended to keep debris out of Hills Creek Reservoir in the event of a major failure of the road in the area affected by the slide. Project specifications will require establishment of native vegetation on slopes. There are no anticipated amendments needed.*

- How would the proposed project enhance habitat, native vegetation, and/or reduce noxious weeds?

*Streamside vegetation will be restored where disturbed, as required by the permitting agencies. Any new slopes will be designed to allow for vegetation control in accordance with lane*

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## **"EXHIBIT A"**

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### ***County Integrated Vegetation Management (IVM) policies.***

- How would the project enhance wildlife connectivity and/or aquatic organism passage?  
***Any culvert replacements will be evaluated to determine whether fish passage is a consideration.***
  - How would the project enhance water quality, riparian and/or wetland function?  
***Any storm water runoff will be treated in accordance with NPDES requirements.***
- 

### **Other Remarks:**

***Kitson Springs Road provides access to approximately 45,000 acres of National Forest lands as well as the primary access to Hills Creek Reservoir and recreation area and Kitson Hot Springs Boy Scout Camp. The proposed repair of this slide are will facilitate continued safe and convenient access to the National Forest Lands and is a project that has been given a high priority by Lane County and was scoped by the Selection Committee as part of the 2008 WFLHD Call for Projects.***

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**"EXHIBIT A"**

**JOINTLY SUBMITTED BY**

<b>National Forest:</b>		<b>State</b>	<i>Lane County</i>
		<b>Region/Area/District, County, Local Sponsor:</b>	
<b>Forest Supervisor Name:</b>		<b>Region/Area/District Manager, Commissioner, Local Agency Head Name:</b>	<i>Marsha A. Miller Public Works Director</i>
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>		<b>Date:</b>	
<b>E-Mail:</b>		<b>E-Mail:</b>	<i>marsha.miller@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6900</i>
<b>Point of Contact:</b>		<b>Point of Contact:</b>	<i>Bill Morgan</i>
<b>Title:</b>		<b>Title:</b>	<i>County Engineer</i>
<b>E-mail:</b>		<b>E-mail:</b>	<i>bill.moregan@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6990</i>

**Provide a good quality map clearly showing the project location and project termini.**

The best available data should be used in completing the project proposal form. Letters of support and photos may also be included.

Email the completed proposal form with all maps, signatures, photos, and letters of support to:

WFL.CallForProjects@dot.gov.

The proposal must be received by **January 31, 2011**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

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

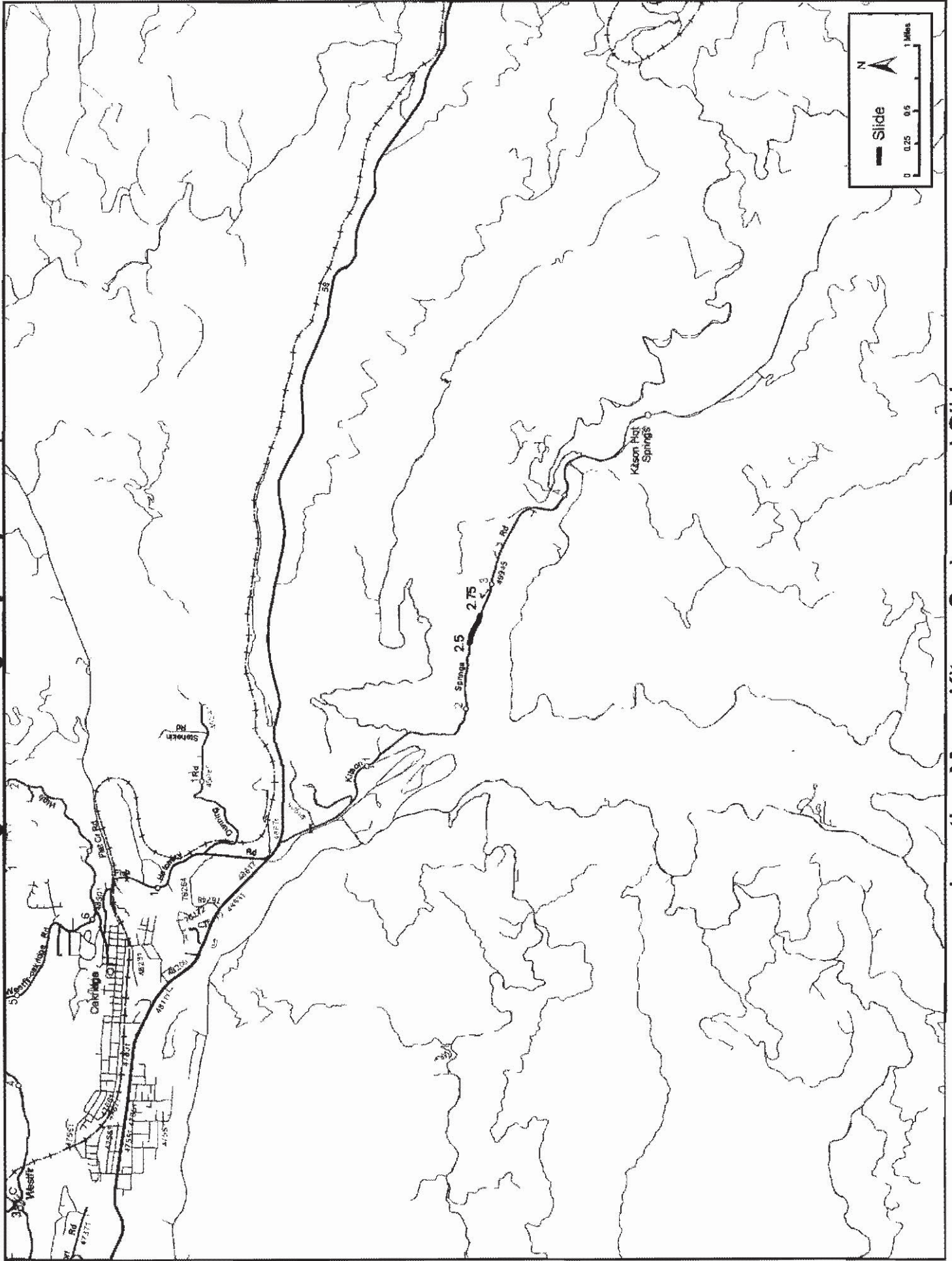
US Forest Service, Region 6  
Sandra Wilson Musser  
(503) 808-2738  
swilsonmusser@fs.fed.us

Oregon Dept. of Transportation  
Patricia Fisher  
(503) 986-3528  
Patricia.R.FISHER@odot.state.or.us

Association of Oregon Counties  
Jon Oshel  
(503) 585-8351  
joshel@aocweb.org

Federal Highway Administration  
George Fekaris  
(360) 619-7766  
George.Fekaris@dot.gov

# Oregon Forest Highway Project Proposal



Location Map - Kitson Springs Road Slide



**"EXHIBIT A"**

**2011 OREGON FOREST HIGHWAY PROJECT PROPOSAL**

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

<b>Forest Highway Inventory Name:</b>		<i>North Fork Siuslaw Road</i>	
<b>FH Route #</b>	<i>198</i>	<b>Local Route #</b>	<i>5070-00</i>
<b>Project Name:</b>		<i>North Fork Siuslaw Road Spot Repairs</i>	
<b>Agency with Jurisdiction:</b> (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:			
<b>Agency currently maintaining roadway:</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"/> System Transportation Plan: <input type="checkbox"/> Land Management Plan: NA <input type="checkbox"/> Regional Transportation Plan: <input checked="" type="checkbox"/> County Transportation System Plan: <i>Refer to County TSP</i>			
<b>Functional Classification:</b> (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			
<b>Acres of National Forest accessed by this route:</b>		<i>Approximately 25,000 acres</i>	
<b>Primary visitor destinations:</b>		<i>Minerva, Upper North Fork Road, Trail Creek Road</i>	
<b>Termini (M. P.'s or landmarks)</b>	Begin	<i>MP 0.97</i>	<b>Project Length (miles)</b> <i>10.13 (spot repairs)</i>
	End	<i>MP 11.1</i>	
<b>The lead agency for project delivery will be WFLHD. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation:</b> <i>Lane County will be the lead agency for project delivery for this project-Rationale: County has all needed resources and staff expertise to accomplish the proposed work.</i>			
<b>Project delivery services requested from WFLHD (check all that apply):</b> <input type="checkbox"/> 30% Design and Environmental Clearance <input type="checkbox"/> Final Design <input type="checkbox"/> Construction Administration			
<b>Project construction funds requested from Forest Highway Program:</b> <input checked="" type="checkbox"/> Full costs <input type="checkbox"/> Partial costs, amount: \$			
<b>Key Items of construction work (check all that apply):</b> <input checked="" type="checkbox"/> Paving <input checked="" type="checkbox"/> Base <input checked="" type="checkbox"/> Earthwork <input type="checkbox"/> Major concrete structures <input checked="" type="checkbox"/> Major culverts <input type="checkbox"/> Roadside safety structures <input type="checkbox"/> Bridges <input type="checkbox"/> Other:			
<b>Estimated Total Construction Costs:</b>		<i>\$1,000,000</i>	
<b>Other Funding Contributions to Project:</b>		\$	<b>From:</b>



**"EXHIBIT A"**

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	400		595	<i>LC TSP (2%/yr.)</i>
Seasonal Average Daily Traffic (peak season) (SADT) on Forest Highway		600	890	
% Trucks		25		
% Forest related				
Recreational Visitor Days (RVD)				
Timber (MMBF) or other resource extraction				
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

*Problem Statement: What purpose does this roadway 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, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.*

*North Fork Siuslaw Road serves as the primary access to resource lands in the area. It provides access to approximately 25,000 acres of US Forest Service lands in the Central Coast Ranger District of the Siuslaw National Forest. Major tourist and recreational destinations include Bender and Houghton Boat Landings that provide public access to the North Fork of the Siuslaw River, which is an important Salmon and Steelhead habitat and fishing area for the Central Coast Region of Oregon. On a Pavement Condition Index scale of 0 to 100, North Fork Siuslaw Road is rated at values ranging between 82 and 87, which is generally considered "good to very good" over the entire length of roadway, however the areas addressed by this application involve road settlement and embankment failures, which if not corrected and repaired could lead to serious isolated failures which could require the road to be taken out of service, requiring significant out-of- direction travel.*

*The consequences of not addressing this need is that repairs will need to be deferred until funding becomes available, possibly until affected portions catastrophically fail, resulting in a more expensive reconstruction of the roadway.*



**"EXHIBIT A"**

Description of proposed work: Include roadway width, surfacing type, description of conceptual design, any unusual design elements, approximate design speed, and any work affecting structures (include structures on National Bridge Inventory). Include optimum year work should be done and year work needs to be done no later than.

*This project proposal calls for repair and/reconstruction of segments of road settlement and shoulder slip on North Fork Siuslaw Road at M Ps 4.7,6.3,7.4, and 9.0. The road is currently 20 to 26 feet wide and no widening is proposed. The design speed is 35 mph. The work generally consists of excavation of the failed areas and rebuilding of the fills using native or imported suitable materials, followed by installation of a new base course of crushed rock and paving the reconstructed area with new HMA paving.*

*Repair of these road settlements and embankment failures as soon as possible will help to avoid possible failure of the road and having to take it out of service with the resulting out-of-direction travel for road users. The work should be constructed in 2016 allowing design, environmental and right of way work to be completed in 2015.*

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

Classification of ROW required for project:  Extensive  Minor  None

Anticipated time (months) to acquire all needed ROW: 8

Will coordination with any railroads be needed?  Yes  No

**Utilities:** Identify utilities in the roadway corridor. Would relocation be needed?

*Telephone, electric and cable television. Temporary relocation may be needed in road settlement areas during construction.*

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

*This project is a road repair and maintenance project, no improvements are planned.*

<b>Which of the following environmental and social issues are within the project area:</b>	<b>Could the proposed project affect this issue?</b>
Wetlands <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" 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 checked="" 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 type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" 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?

*The North Fork of Siuslaw River lies to the easterly side of North Fork Siuslaw Road. Additional right of way will be required in order to construct the contemplated road repairs. Department of State Lands and/or Corps of Engineers removal/fill permits may be required.*



**"EXHIBIT A"**

**Describe the range of attitudes, both support and opposition, that this 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.**  
*Operation, maintenance and preservation of the existing County road system is a budget priority for Lane County and its Public Works Department. The opportunity for grant funding to support needed repairs to roads providing access to National Forest lands for recreation and resource uses is generally perceived in a positive manner by the public, road users and stakeholders. This is especially true in light of the decline in other sources of funding that have been used to pay for repairs. Travel delays during construction are viewed as a necessary inconvenience in order that the public's investment in infrastructure may be preserved.*

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

Quantity	Item	Unit Price	Unit	Total
	Clearing & Grubbing	\$	Acres	\$10,000
	Roadway Excavation	\$	Cubic Yards	\$300,000
	Imported Borrow	\$	Cubic Yards	\$100,000
	Sub-excavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$7,500
	Asphalt concrete pavement	\$	Square Yards	\$20,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$100,000
	Aggregate Sub-Base	\$	Cubic Yards	\$
	Major Culverts	\$	Each	
	Minor Culverts	\$	Linear Feet	\$30,000
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$80,000
	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$15,000
	Bridges	\$	Square Feet	\$
	Other: TPDT, signs, barricades, flaggers	\$		\$20,000
	Other: Erosion Control	\$		\$30,000
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
<b>Sub-Total</b>				<b>\$712,500</b>
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$71,250
	Contingencies (30% of Sub-Total)	\$	Lump sum	\$213,750

**TOTAL ESTIMATED CONSTRUCTION COST**     **\$ 1,000,000(r)**

**Proposed Forest Service/State/County/Local Contribution to Project:** (Cost share, commitment to build adjacent project, etc).



**"EXHIBIT A"**

***Lane County will be responsible for all costs associated with right of way acquisitions and any needed utility relocations.***

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

**1. SAFETY GOAL**

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

- How many and what type of crashes have occurred on the project site in the last five years?  
*Based upon data obtained from the Lane County Road Maintenance Information System, there have been no reported crashes on North Fork Siuslaw Road within the last five years. Anecdotal evidence and past experience indicates that areas of sunken grade may contribute to crashes occurring involving drivers unfamiliar with conditions in the area, particularly visitors to the National Forest from other areas. Areas of sunken grade present a hazard to drivers who may be driving at an appropriate speed for the conditions leading into the sunken road segment and are caught unawares.*
- How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?  
*Correction of the sunken grade areas and restoration of proper shoulder widths will enhance the overall safety of users of the road. In addition, Lane County Public Works will assess other safety needs that can be addressed in connection with this major road maintenance and repair project. These may include such things as brush mowing, hazard tree removal and minor shoulder betterment, which are all evaluated and scheduled as part of the project.*
- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic?  
*Yes, in that these sunken grade areas present a hazard in the use of the road by forest-related trucks and recreational users.*
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?  
*All road users will benefit from the stabilization of these road settlement areas due to both the reduction of the potential for an unexpected catastrophic failure of the road section and the new, smoother level pavement section to be constructed in connection with the project. Restoration of the sunken grade will enhance safety for bicyclists and pedestrians who must share the road with larger vehicles including log trucks and recreational vehicles. This will facilitate the use of National Forest Lands for both resource and recreational use, particularly for out-of-area users who may not be accustomed to driving on rural forest roads.*
- What are the results/recommendations of any road safety audits conducted for the project?  
Describe the basis for your information and include reported accidents and anecdotal information.  
*Although no formal road safety audit has been undertaken by the County, these failed areas have been identified by Lane County Road Maintenance staff as areas needing repair, both from a public safety perspective and to prevent further failure of the road in these areas.*
- Is the project identified in a strategic safety plan?  
*Yes. Protection and enhancement of public safety is a Core Value of Lane County's Adopted Strategic Plan. Identification of potential hazards is an important part of protection of public safety. The Lane County TSP in Chapter 3, Goal 1, states that "Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance and repair.*



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## 2. PRESERVATION GOAL

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

- Is the project included in a pavement management system? If so, what is the Pavement Condition Index (PCI)?

*North Fork Siuslaw Road is included in the Lane County Pavement Management System. The PCI over sections of road included in the project areas is 82 (very good) but the pavement within the road settlement areas evidences cracking, which would rate it much lower than the overall rating for the entire section of road within the project areas.*

- Would the proposed project correct a "deficient" bridge identified by the National Bridge Inventory System? What is the bridge's current Sufficiency Rating? *N. A.*
- How much of the project is proposed for full pavement rehabilitation (i.e. existing pavement in "Poor" or worse condition)? *N. A.*
- How much of the project pavement is in "Fair" or "Good" condition? How much will the project improve the pavement condition?

*The road settlement and embankment failure areas to be addressed by this project would rate as "Fair" under the PCI criteria. This project will raise the pavement conditions in the subject areas to the range of 85 and above (very good to excellent).*

- How would the proposed project affect maintenance and operating costs of the existing transportation network? Is winter maintenance currently provided?  
*Long-term operating costs for the transportation network will be reduced due to reduction in the expense of patching and crack sealing the affected areas, and the new pavement areas should defer the need for overlaying these areas in the foreseeable future. Lane County provides year-around, full service maintenance of North Fork Siuslaw Road including winter maintenance.*
- What is the annual cost of maintaining and operating the existing facility? What is the anticipated cost of maintenance and operation of the facility with the proposed improvements?  
*The average annual cost of maintenance for this road is \$6,140/mi./yr. These repairs should have a positive impact on annual maintenance costs due to construction of new pavement, ditches and shoulders.*

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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? What effects are expected from these changes in access and utilization? Who would be affected?

*North Fork Siuslaw Road is one of the primary accesses to a large portion of the Siuslaw National Forest, as well as for numerous rural residences. If a catastrophic failure occurs in one of the road settlement areas, access may be cut off or a detour may be required for an extended period of time, resulting in extensive out-of-direction travel until funding could be identified for the needed repairs.*

*This project would retain the current level of service for the road and allow continued full utilization of the road for forest-related using including logging, reforestation and recreation.*

*The project should enhance overall recreational use of the forest and should have both economic and social benefits due to the improved access to the Forest lands.*

- What NFS resources would be utilized more if the project is implemented? How does the proposed project contribute to the use of renewable, non-renewable or recreational resources of the National Forest? Provide specific examples.

*Keeping North Fork Siuslaw Road open and stable provides access to all the uses and benefits*



## "EXHIBIT A"

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*provided by the National Forest. These include logging, hunting and fishing, camping and hiking as well as enjoyment of wildlife resources.*

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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 project support or enhance opportunities for forest related recreational use and tourism?

*It will support continued efficient and economic use of the National Forest for recreational and timber harvest uses by preventing a major failure of the road at the subject locations.*

- How would this proposed project support commodity extraction (mining, timber, agriculture) on NFS lands? Describe the scope of these potential economic development benefits.

*Assurance of a safe and stable road connection will support timber harvest and reforestation activities by providing a stable transportation network from the National Forest to destinations on the Oregon Coast and the Willamette Valley and the I-5 Corridor.*

- 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 Oregon Coastal communities including Waldport, Florence, Reedsport and Coos Bay-North Bend among others as well as Mapleton and the Eugene-Springfield area all receive economic benefits from activities conducted within or related to the adjacent National Forest Areas. These include employment from wood products processing and shipping, and lodging and food and related services benefiting from recreational uses including fishing and hunting as well as eco tourism.*

- If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan? *N. A.*

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## **4. MOBILITY GOAL**

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

- Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Forest, State or County network? How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

*The Lane County Transportation System Plan (TSP) adopted by the Board of county Commissioners in June 2004 provides supporting 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 decision for the Capital Improvement Program and for roadway operations, maintenance and repair.*

*Failure to address the need for repairs on these road settlement areas and the resulting potential of catastrophic failure will degrade the transportation system as a whole, by diverting*

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## "EXHIBIT A"

*scarce Road Fund resources to pay for marginal, often temporary repairs and would also degrade efficient access to an from a large portion of the National Forest.*

- How would the proposed project improve the continuity of the transportation network?  
*North Fork Siuslaw Road provides an important transportation link to the National Forest lands bounded on the North by Big Creek Road which connects with Highway 101, bounded on the east by Upper North Fork Siuslaw Road and bounded on the south by Highway 126. This project will address known road settlement issues which could potentially lead to a failure of the road.*
- Which gaps or missing links would the proposed project address? *None.*
- What travel restrictions, bottlenecks, or size/load limits impede travel?  
*North Fork Siuslaw Road is open to legal loads and to overweight/oversize loads by permit. This project will not affect the overweight/oversize capability of the road.*
- What work has been completed on adjacent sections to create route continuity?  
*Lane County has replaced numerous failing culverts with fish-friendly culverts over the past 10 years or so and has followed a regular maintenance program that has included crack sealing, blade patching, shoulder maintenance and re-rocking and ditch cleaning and the consistent maintenance is reflected in the overall "good" to "very good" PCI index for this road.*
- 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.**

- How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the forest highway user? *N. A.*
- What are the major traffic generators within the NFS (recreation destination or resource extraction) for this route?  
*The two boat ramps (Bender and Houghton) and fishing along the North Fork of the Siuslaw and the major generators as well as logging and recreational opportunities within the National Forest.*
- How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?  
*The project would not add any pavement width to the road but the correction of the sunken grade areas would make the road a more attractive route for bicycles and would enhance safety for all users of the road. It would not include any ADA improvements.*

## **5. ENVIRONMENTAL QUALITY GOAL**

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

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations.

This scoring is for projects which enhance environmental goals.

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan. Would the proposed project require modifications or amendments to these plans?  
*The proposed projects will assure continued stable and safe access to the recreational and resource opportunities available on the National Forest Lands. Any riparian or in-water work would be subject to review and permitting by Oregon Division of State Lands and/or US Army Corps of Engineers if applicable. No amendment to the Forest Plan is anticipated.*
- How would the proposed project enhance habitat, native vegetation, and/or reduce noxious weeds?  
*Streamside vegetation will be restored where disturbed as required by the permitting agencies.*



**"EXHIBIT A"**

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*Any new slopes will be designed to allow for vegetation control in accordance with Lane County's Integrated Vegetation Management (IVM) policies.*

- How would the project enhance wildlife connectivity and/or aquatic organism passage?

*Any culvert replacements will be evaluated to determine whether fish passage is a consideration.*

- How would the project enhance water quality, riparian and/or wetland function?

*Any stormwater runoff from the project areas will be treated in accordance with NPDES requirements.*

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**Other Remarks:**

*North Fork Siuslaw Road serves as the primary access to resource lands in the area. It provides access to approximately 25,000 acres of US Forest Service lands in the Central Coast Ranger District of the Siuslaw National Forest. Major tourist and recreational destinations include Bender and Houghton Boat Landings that provide public access to the North Fork of the Siuslaw River, which is an important Salmon and Steelhead habitat and fishing area for the Central Coast Region of Oregon.*

*This project would retain the current level of service for the road and allow continued full utilization of the road for forest-related using including logging, reforestation and recreation. The project should enhance overall recreational use of the forest and should have both economic and social benefits due to the improved access to the Forest lands.*

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**"EXHIBIT A"**

<b>JOINTLY SUBMITTED BY</b>			
<b>National Forest:</b>		<b>State</b>	<i>Lane County</i>
		<b>Region/Area/District, County, Local Sponsor:</b>	
<b>Forest Supervisor Name:</b>		<b>Region/Area/District Manager, Commissioner, Local Agency Head Name:</b>	<i>Marsha A. Miller Public Works Director</i>
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>		<b>Date:</b>	
<b>E-Mail:</b>		<b>E-Mail:</b>	<i>marsha.miller@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6900</i>
<b>Point of Contact:</b>		<b>Point of Contact:</b>	<i>Bill Morgan</i>
<b>Title:</b>		<b>Title:</b>	<i>County Engineer</i>
<b>E-mail:</b>		<b>E-mail:</b>	<i>bill.morgan@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6990</i>

**Provide a good quality map clearly showing the project location and project termini.**

The best available data should be used in completing the project proposal form. Letters of support and photos may also be included.

Email the completed proposal form with all maps, signatures, photos, and letters of support to:

WFL.CallForProjects@dot.gov.

The proposal must be received by **January 31, 2011**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

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  
swilsonmusser@fs.fed.us

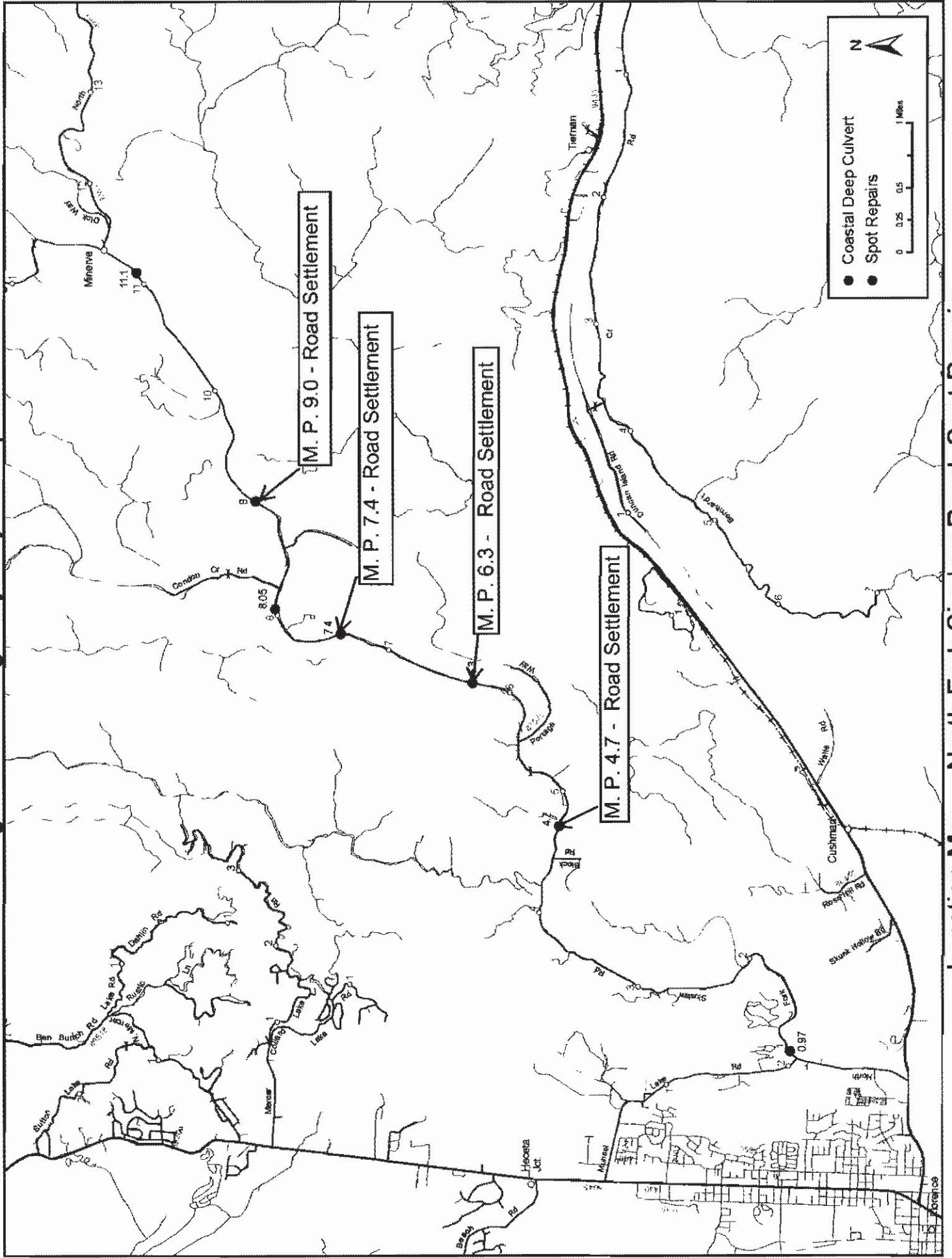
Oregon Dept. of Transportation  
Patricia Fisher  
(503) 986-3528  
Patricia.R.FISHER@odot.state.or.us

Association of Oregon Counties  
Jon Oshel  
(503) 585-8351  
joshel@aocweb.org

Federal Highway Administration  
George Fekaris  
(360) 619-7766  
George.Fekaris@dot.gov



# Oregon Forest Highway Project Proposal



Location Map - North Fork Siuslaw Road Spot Repairs

**"EXHIBIT A"**

**2011 OREGON FOREST HIGHWAY PROJECT PROPOSAL**

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

<b>Forest Highway Inventory Name:</b> <i>Indian Creek Road</i>			
<b>FH Route #</b>	<i>201</i>	<b>Local Route #</b>	<i>5130-00</i>
<b>Project Name:</b> <i>Indian Creek Road Spot Repairs</i>			
<b>Agency with Jurisdiction:</b> (Consider road ownership, and operation, law enforcement. Check all that apply.) ( ) Forest Service ( ) State (X) County ( ) Local Agency ( ) Other:			
<b>Agency currently maintaining roadway:</b> (Check all that apply.) ( ) Forest Service ( ) State (X) County ( ) Local Agency ( ) 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.) ( ) Forest Service ( ) State (X) County ( ) Local Agency ( ) Other:			
<b>Project is identified within the following</b> (Check all that apply and show plan name): ( ) System Transportation Plan: <i>Road maintenance is a core transportation system program</i> ( ) Land Management Plan: NA ( ) Regional Transportation Plan: (X) County Transportation System Plan: <i>Refer to County TSP</i>			
<b>Functional Classification:</b> (Show official designations of route.) ( ) National Highway System ( ) Arterial ( ) Major Collector (X) Minor Collector ( ) Local Road			
<b>Acres of National Forest accessed by this route:</b>		<i>Approximately 40,000 acres</i>	
<b>Primary visitor destinations:</b>		<i>Deadwood and Saddle Mountain</i>	
<b>Termini (M. P.'s or landmarks)</b>	<b>Begin</b>	<i>MP 0.22</i>	<b>Project Length (miles)</b> <i>10.18(Spot Repairs)</i>
	<b>End</b>	<i>MP 10.40</i>	
<b>The lead agency for project delivery will be WFLHD. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation: <i>Lane County will be the lead agency for project delivery for this project-Rationale: County has all needed resources and staff expertise to accomplish the proposed work.</i></b>			
<b>Project delivery services requested from WFLHD (check all that apply):</b> ( ) 30% Design and Environmental Clearance ( ) Final Design ( ) Construction Administration			
<b>Project construction funds requested from Forest Highway Program:</b> (X) Full costs ( ) Partial costs, amount: \$			
<b>Key Items of construction work (check all that apply):</b> (X) Paving (X) Base (X) Earthwork ( ) Major concrete structures (X) Major culverts ( ) Roadside safety structures ( ) Bridges ( ) Other:			
<b>Estimated Total Construction Costs:</b>		<i>\$1,500,000.</i>	
<b>Other Funding Contributions to Project:</b>		<b>\$</b>	<b>From:</b>



**"EXHIBIT A"**

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	120		180	LC TSP (2%/yr.)
Seasonal Average Daily Traffic (peak season) (SADT) on Forest Highway		180	270	
% Trucks		40		
% Forest related				
Recreational Visitor Days (RVD)				
Timber (MMBF) or other resource extraction				
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

*Problem Statement: What purpose does this roadway 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, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.*

*Indian Creek Road serves as primary access to approximately 40,000 acres of National Forest Land for recreational and resource uses, and the southerly portion of the road (M P 0.00 to M P 5.48 provides an important link between Highway 36 and Thompson Creek Road. The Regional Land Information Database (RLID) lists 15 dwellings with addresses on Indian Creek Road, the majority of which are located on this southerly section of road. On a Pavement Condition Index scale of 0 to 100, Indian Creek Road has a rating ranging between 60 and 86, (Good to Excellent) but has six areas which have experienced persistent settlement and/or slippage in the recent past, and one area that is currently a single lane that should be widened for safety reasons to be consistent with the 2-lane sections on each end of it. These settlement and slippage areas are at M Ps 0.22, 4.95, 5.55, 8.00, 9.45 and 10.4, and the portion that is proposed for widening to two travel lanes is between M P 6.28 to M P 6.44. The settlement and slippage areas have been repeatedly patched and crack-sealed in the past, but the longitudinal cracking of the pavement in these areas is evidence that the underlying structure of the road is failing. If these areas are not corrected and repaired, they could lead to serious isolated failures which could require the road to be taken out of service. The area proposed for widening will improve the safety conditions for drivers in that the current condition is a narrow road section with 20-22 foot-wide paved sections leading into it that could catch drivers unaware if they are unfamiliar with the area. The consequences of not addressing this need is that repairs on the settlement/slippage areas will need to be deferred until funding becomes available, possibly until the affected portions completely fail, resulting in a more expensive reconstruction of the roadway.*



**"EXHIBIT A"**

Description of proposed work: Include roadway width, surfacing type, description of conceptual design, any unusual design elements, approximate design speed, and any work affecting structures (include structures on National Bridge Inventory). Include optimum year work should be done and year work needs to be done no later than.

*This project proposal calls for repair and/reconstruction of segments of road settlement on Indian Creek Road at Approximate M Ps 0.22, 4.95, 5.55, 8.00, 9.45 and 10.45. With the exception of the section proposed for widening( M P 6.28 to 6.44), the remainder of the road is 20-22 feet wide and no additional widening is proposed. The design speed is 35 mph. The repair of the settlement areas generally consists of excavation of the failed areas and rebuilding of the fills using native or imported suitable materials, followed by installation of a new base course of crushed rock and paving the reconstructed area with new HMAC paving The widening will generally follow a similar process, but complete reconstruction is not required in order to provide the additional width..*

*Repair of these road settlements and slippages as soon as possible will help to avoid possible failure of the road section and possibly having to take it out of service until more extensive repairs and be funded and completed. The work should be constructed in 2016, allowing design, environmental and right of way work to be completed in 2015.*

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

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

Anticipated time (months) to acquire all needed ROW: 8

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

**Utilities:** Identify utilities in the roadway corridor. Would relocation be needed?

*Telephone and electric. Temporary relocation may be needed in road settlement areas during construction.*

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

*This project is a road repair and maintenance project, no improvements are planned other than the short section proposed for widening to improve safety.*

<b>Which of the following environmental and social issues are within the project area:</b>	<b>Could the proposed project affect this issue?</b>
Wetlands ( ) No (X) Yes	( ) No (X) Yes
T&E Species ( ) No (X) Yes	( ) No (X) Yes
Other Fish & Wildlife & Habitat ( ) No (X) Yes	( ) No (X) 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 (X) No ( ) Yes	(X) No ( ) Yes
Wildlife Refuge (X) No ( ) Yes	(X) No ( ) Yes
Hazardous Materials (X) No ( ) Yes	(X) No ( ) Yes
Stream Encroachments ( ) No (X) Yes	( ) No (X) 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?

*Indian Creek lies in close proximity to the majority of the areas proposed for repair/improvement. Additional right of way may be required in order to construct the contemplated road repairs. Oregon Department of State Lands and/or Corps of Engineers removal/fill permits may be required. Required*



**"EXHIBIT A"**

*environmental permitting will be obtained prior to proceeding with any work in the project. The project is not in any known area receiving special management considerations for water quality, wildlife security or connectivity.*

**Describe the range of attitudes, both support and opposition, that this 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. *Operation, maintenance and preservation of the existing County road system is a budget priority for Lane County and its Public Works Department. The opportunity for grant funding to support needed repairs to roads providing access to National Forest lands for recreation and resource uses is generally perceived in a positive manner by the public, road users and stakeholders. This is especially true in light of the decline in other sources of funding that have been used to pay for repairs. Travel delays during construction are viewed as a necessary inconvenience in order that the public's investment in infrastructure may be preserved.***

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

Quantity	Item	Unit Price	Unit	Total
	Clearing & Grubbing	\$	Acres	\$15,000
	Roadway Excavation	\$	Cubic Yards	\$450,000
	Imported Borrow	\$	Cubic Yards	\$150,000
	Sub-excavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$10,000
	Asphalt concrete pavement	\$	Square Yards	\$75,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$150,000
	Aggregate Sub-Base	\$	Cubic Yards	\$
	Major Culverts	\$	Each	\$40,000
	Minor Culverts	\$	Linear Feet	\$35,000
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$75,000
	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$40,000
	Bridges	\$	Square Feet	\$
	Other: TPDT, signs, barricades, flaggers	\$		\$20,000
	Other: Erosion Control	\$		\$35,000
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
<b>Sub-Total</b>				<b>\$1,070,000</b>
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$107,000
	Contingencies (30% of Sub-Total)	\$	Lump sum	\$321,000
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>				<b><u>\$ 1,500,000(r)</u></b>



## "EXHIBIT A"

**Proposed Forest Service/State/County/Local Contribution to Project:** (Cost share, commitment to build adjacent project, etc).

*Lane County will be responsible to all costs associated with right of way acquisition and any needed utility relocations.*

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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.**

- How many and what type of crashes have occurred on the project site in the last five years?  
*Based upon data obtained from the Lane County Road Maintenance Information System, there have been no reported crashes on Indian Creek Road within the last five years. Anecdotal evidence and past experience that areas of sunken grade may contribute to crashes occurring involving drivers unfamiliar with conditions in the area, particularly visitors to the National Forest from other areas. Areas of sunken grade present a hazard to drivers who may be driving at an appropriate speed for the conditions leading into the sunken road segment and are caught unawares. The proposed minor widening will enhance safety of the road for all users especially for bicycles and pedestrians, who may wish to use this road as an alternate to the more heavily-traveled Highway 126 to the south.*
- How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?  
*Correction of the sunken grade areas and restoration of proper shoulder widths will enhance the overall safety of users of the road. In addition, Lane County Public Works will assess other safety needs that can be addressed in connection with this major road maintenance and repair project. These may include such things as brush mowing, hazard tree removal and minor shoulder betterment, which are all evaluated and scheduled as part of the project.*
- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic? *Yes, in that these sunken grade areas present a hazard in the use of the road by forest-related trucks and recreational users. The proposed minor widening will help to reduce any potential conflicts between forest related through or destination traffic and recreational use traffic, particularly for bicycles and pedestrians.*
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?  
*All road users will benefit from the stabilization of these road settlement areas due to both the reduction of the potential for an unexpected catastrophic failure of the road section and the new, smoother level pavement section to be constructed in connection with the project. The proposed widening will make the road a attractive alternate road for bicyclists and pedestrians wanting to avail themselves of the benefits provided by the adjacent Forest lands.*
- What are the results/recommendations of any road safety audits conducted for the project?  
Describe the basis for your information and include reported accidents and anecdotal information.  
*Although no formal road safety audit has been undertaken by the County, these failed areas have been identified by Lane County Road Maintenance staff as areas needing repair, both from a public safety perspective and to prevent further failure of the road in these areas.*
- Is the project identified in a strategic safety plan?  
*Yes. Protection and enhancement of public safety is a Core Value of Lane County's Adopted Strategic Plan. Identification of potential hazards is an important part of protection of public*



## "EXHIBIT A"

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*safety. The Lane County TSP in Chapter 3, Goal 1, states that "Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance and repair.*

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### 2. PRESERVATION GOAL

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

- Is the project included in a pavement management system? If so, what is the Pavement Condition Index (PCI)?

*Indian Creek Road has overall Pavement Condition Index ratings ranging from 60 to 86 (Good to Excellent) but the six areas proposed for reconstruction evidence significant longitudinal cracking of the pavement indicating structure failure and which would rate much lower on the PCI scale.*

Would the proposed project correct a "deficient" bridge identified by the National Bridge Inventory System? What is the bridge's current Sufficiency Rating? *N. A.*

- How much of the project is proposed for full pavement rehabilitation (i.e. existing pavement in "Poor" or worse condition)? *N. A.*
- How much of the project pavement is in "Fair" or "Good" condition? How much will the project improve the pavement condition?

*The road settlement and embankment failure areas to be addressed by this project would rate as "Fair" under the PCI criteria. This project will raise the pavement conditions in the subject areas to the range of 85 and above (very good to excellent).*

- How would the proposed project affect maintenance and operating costs of the existing transportation network? Is winter maintenance currently provided?

*Long-term operating costs for the transportation network will be reduced due to reduction in the expense of patching and crack sealing the affected areas, and the new pavement areas should defer the need for overlaying these areas in the foreseeable future. Lane County provides year-around, full service maintenance of Indian Creek Road including winter maintenance.*

- What is the annual cost of maintaining and operating the existing facility? What is the anticipated cost of maintenance and operation of the facility with the proposed improvements? *Average Annual maintenance cost for this road is \$5,100 per mile.*

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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? What effects are expected from these changes in access and utilization? Who would be affected?

*Indian Creek Road is an important link for access to this section of the Siuslaw Forest; both for recreation and resource uses, as well as for the private residences located along the road. This project would retain the current level of service for the road and allow continued full utilization of the road for forest-related uses including logging, reforestation and recreation. The project should enhance overall recreational use of the forest and should have both economic and social benefits due to the improved access to the Forest lands.*

- What NFS resources would be utilized more if the project is implemented? How does the proposed project contribute to the use of renewable, non-renewable or recreational resources of the National Forest? Provide specific examples.

*Keeping Indian Creek Road open and stable provides access to all the uses and benefits provided by the National Forest. These include logging, hunting and fishing, camping and hiking as well as enjoyment of wildlife resources.*

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## "EXHIBIT A"

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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 project support or enhance opportunities for forest related recreational use and tourism?

*It will support continued efficient and economic use of the National Forest for recreational and timber harvest uses by preventing a major failure of the road at the subject locations.*

- How would this proposed project support commodity extraction (mining, timber, agriculture) on NFS lands? Describe the scope of these potential economic development benefits.

*Assurance of a safe and stable road connection will support timber harvest and reforestation activities by providing a stable transportation network from the National Forest to destinations on the Oregon Coast and the Willamette Valley and the I-5 Corridor.*

- 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 Oregon Coastal communities including Waldport, Florence, Reedsport and Coos Bay-North Bend among others, as well as Mapleton and the Eugene-Springfield area all receive economic benefits from activities conducted within or related to the adjacent National Forest Areas. These include employment from wood products processing and shipping, and lodging and food and related services benefiting from recreational uses including fishing and hunting as well as eco tourism.*

- If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan? *N. A.*

---

## 4. MOBILITY GOAL

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

- Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Forest, State or County network? How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

*The Lane County Transportation System Plan (TSP) adopted by the Board of county Commissioners in June 2004 provides supporting 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 decision for the Capital Improvement Program and for roadway operations, maintenance and repair.*

*Failure to address the need for repairs on these road settlement areas and the resulting potential of catastrophic failure will degrade the transportation system as a whole, by diverting scarce Road Fund resources to pay for marginal, often temporary repairs and would also degrade efficient access to an from a large portion of the National Forest.*

- How would the proposed project improve the continuity of the transportation network?

*Indian Creek Road provides an important transportation link to the National Forest lands*

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**"EXHIBIT A"**

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*along the north side of Highways 126 and 36 and between Deadwood Creek and Upper North Fork Siuslaw Road. This project will address known road settlement areas which could potentially lead to failures of the affected sections of road.*

- Which gaps or missing links would the proposed project address? **None.**
- What travel restrictions, bottlenecks, or size/load limits impede travel?  
*Indian Creek Road is open to legal loads and to overweight/oversize loads by permit. This project will not affect the overweight/oversize capability of the road.*
- What work has been completed on adjacent sections to create route continuity?  
*Lane County has followed a regular maintenance program that has included crack sealing, blade patching, shoulder maintenance and re-rocking and ditch cleaning, and the consistent maintenance is reflected in the overall "good" to "Excellent" PCI index for this road.*
- Is the road the sole access to the area? *Yes, it is the sole access to the National Forest Lands northerly of the intersection with West Indian Creek Road at M P 7.32.*

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

- How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the forest highway user?
- *The proposed widening would facilitate alternate modes of travel along Indian Creek Road by eliminating a narrow section of roadway thereby reducing potential conflicts between larger vehicles and cars as well as bicycles and pedestrians.*
- What are the major traffic generators within the NFS (recreation destination or resource extraction) for this route?  
*Resource extraction and recreational trips are the major uses of this section of forest served by Indian Creek Road.*

How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?

*The widened pavement would make Indian Creek Road a more viable alternate for Highways 126 for pedestrians and bicycles, but it would not include any ADA improvements.*

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**5. ENVIRONMENTAL QUALITY GOAL**

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

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations. This scoring is for projects which enhance environmental goals.

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan. Would the proposed project require modifications or amendments to these plans?  
*The proposed projects will assure continued stable and safe access to the recreational and resource opportunities available on the National Forest Lands. Any riparian or in-water work would be subject to review and permitting by Oregon Division of State Lands and/or US Army Corps of Engineers if applicable. No amendment to the Forest Plan is anticipated.*
  - How would the proposed project enhance habitat, native vegetation, and/or reduce noxious weeds?  
*Streamside vegetation will be restored where disturbed, as required by the permitting agencies. Any new slopes will be designed to allow for vegetation control in accordance with Lane County's Integrated Vegetation Management (IVM) policies.*
  - How would the project enhance wildlife connectivity and/or aquatic organism passage?  
*Any culvert replacements will be evaluated to determine whether fish passage is a consideration.*
-

**"EXHIBIT A"**

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- How would the project enhance water quality, riparian and/or wetland function?  
*Any stormwater runoff from the project areas will be treated in accordance with NPDES requirements.*
- 

Other Remarks:

*The repair of these road settlement areas and the minor widening will enhance the continued high level of service provided to all Forest users by Indian Creek Road. The proposed repairs and widening will make Indian Creek road and more viable alternative to Highway 126 for bicycles and pedestrians.*

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**"EXHIBIT A"**

<b>JOINTLY SUBMITTED BY</b>			
<b>National Forest:</b>		<b>State Region/Area/District, County, Local Sponsor:</b>	<i>Lane County</i>
<b>Forest Supervisor Name:</b>		<b>Region/Area/District Manager, Commissioner, Local Agency Head Name:</b>	<i>Marsha A. Miller Public Works Dir.</i>
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>		<b>Date:</b>	
<b>E-Mail:</b>		<b>E-Mail:</b>	<i>marsha.miller@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6900</i>
<b>Point of Contact:</b>		<b>Point of Contact:</b>	<i>Bill Morgan</i>
<b>Title:</b>		<b>Title:</b>	<i>County Engineer</i>
<b>E-mail:</b>		<b>E-mail:</b>	<i>bill.morgan@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 689-6990</i>

**Provide a good quality map clearly showing the project location and project termini.**

The best available data should be used in completing the project proposal form. Letters of support and photos may also be included.

Email the completed proposal form with all maps, signatures, photos, and letters of support to:

WFL.CallForProjects@dot.gov.

The proposal must be received by **January 31, 2011**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

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

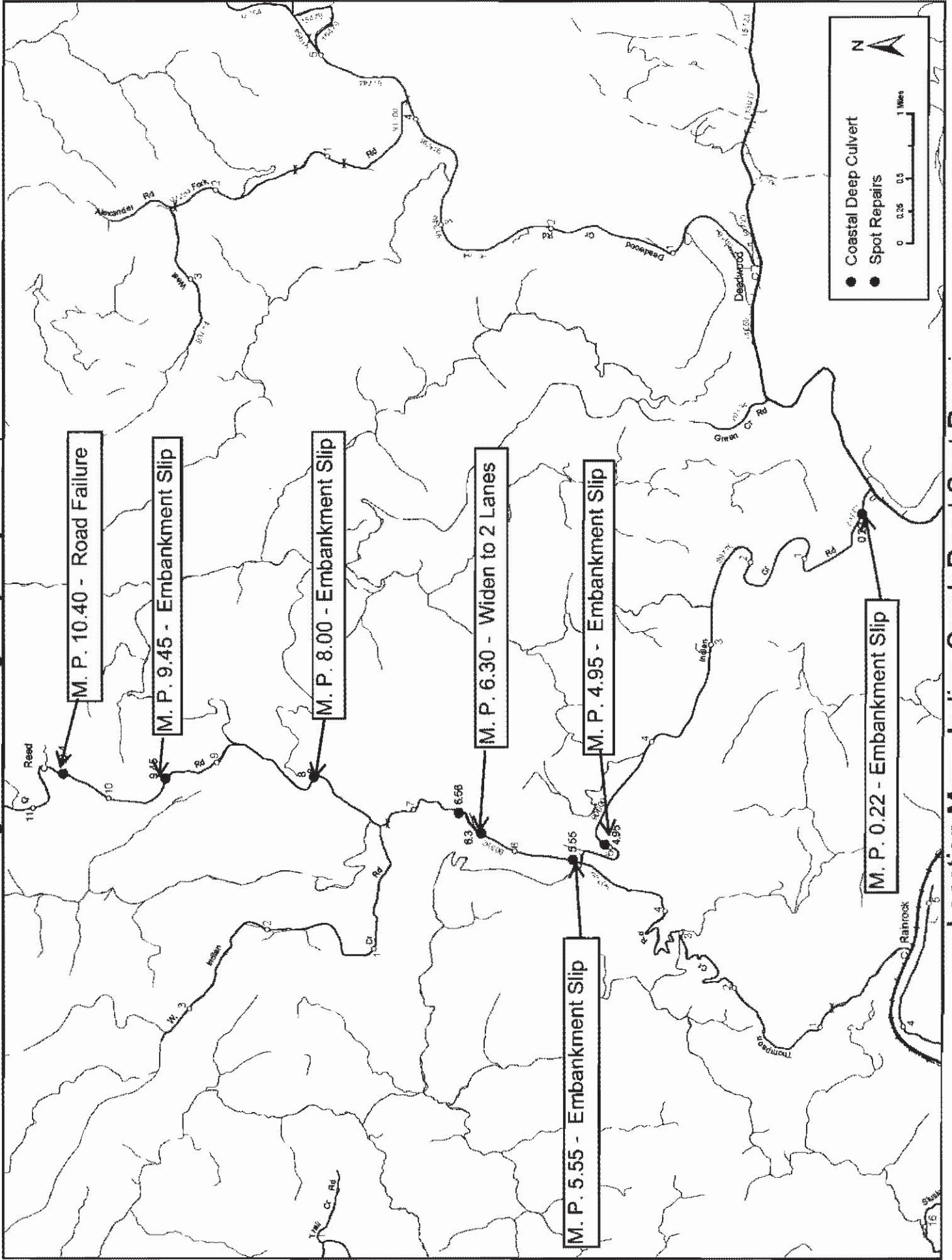
US Forest Service, Region 6  
Sandra Wilson Musser  
(503) 808-2738  
swilsonmusser@fs.fed.us

Oregon Dept. of Transportation  
Patricia Fisher  
(503) 986-3528  
Patricia.R.FISHER@odot.state.or.us

Association of Oregon Counties  
Jon Oshel  
(503) 585-8351  
joshel@aocweb.org

Federal Highway Administration  
George Fekaris  
(360) 619-7766  
George.Fekaris@dot.gov

# Oregon Forest Highway Project Proposal



Location Map - Indian Creek Road Spot Repairs



**'EXHIBIT A'**

**2011 OREGON FOREST HIGHWAY PROJECT PROPOSAL**

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

<b>Forest Highway Inventory Name:</b>		<i>Sweet Creek Rd., North Fork Siuslaw Rd. and Indian Creek Rd.</i>			
<b>FH Route #</b>	<i>160,198 &amp; 201</i>	<b>Local Route #</b>	<i>5036-00, 5070-00 &amp; 5130-00</i>		
<b>Project Name:</b>		<i>Coastal Deep Culvert Replacements</i>			
<b>Agency with Jurisdiction:</b> (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:					
<b>Agency currently maintaining roadway:</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"/> System Transportation Plan: <i>Road maintenance is identified as a core Transportation System Program</i>					
<input type="checkbox"/> Land Management Plan:					
<input type="checkbox"/> Regional Transportation Plan:					
<input checked="" type="checkbox"/> County Transportation System Plan: <i>The TSP is a component of the Comp. Plan</i>					
<b>Functional Classification:</b> (Show official designations of route.) <i>Sweet Creek &amp; North Fork Siuslaw – Maj. Coll., Indian Creek Road – Minor Collector</i>					
<input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Major Collector <input checked="" type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road					
<b>Acres of National Forest accessed by this route:</b>		<i>Sweet Creek – 30,000 ±, North Fork Siuslaw – 25,000±, Indian Creek – 40,000±</i>			
<b>Primary visitor destinations:</b>		<i>Sweet Creek – Sweet Creek Trail, F. S. Road Network #48. North Fork Siuslaw – Minerva, Upper N. F. Road, Trail Creek Road, Indian Creek Road – Deadwood, Saddle Mountain</i>			
<b>Termini (M. P.'s or landmarks)</b>	<b>Begin</b>	<i>Sweet Creek</i>	<i>North Fork</i>	<i>Indian Cr.</i>	<b>Project Length (miles)</b> <i>Approx. 0.03 per culvert</i>
		<i>2.20</i>	<i>0.97, 8.05, 11.10</i>	<i>6.56</i>	
	<b>End</b>	<i>2.23</i>	<i>1.00, 8.08, 11.13</i>	<i>6.59</i>	
<b>The lead agency for project delivery will be WFLHD. If recommending a different agency be lead, indicate below which agency and provide rationale for recommendation:</b>					
<i>Lane County will be the lead agency for project delivery for this project-Rationale: County has all needed resources and staff expertise to accomplish the proposed work.</i>					
<b>Project delivery services requested from WFLHD</b> (check all that apply):					
<input type="checkbox"/> 30% Design and Environmental Clearance <input type="checkbox"/> Final Design <input type="checkbox"/> Construction Administration					
<b>Project construction funds requested from Forest Highway Program:</b>					
<input checked="" type="checkbox"/> Full costs <input type="checkbox"/> Partial costs, amount: .					
<b>Key Items of construction work</b> (check all that apply):					
<input checked="" type="checkbox"/> Paving <input checked="" type="checkbox"/> Base <input checked="" type="checkbox"/> Earthwork <input type="checkbox"/> Major concrete structures <input checked="" type="checkbox"/> Major culverts <input type="checkbox"/> Roadside safety structures <input type="checkbox"/> Bridges <input type="checkbox"/> Other:					
<b>Estimated Total Construction Costs:</b>		<i>\$1,500,000.</i>			
<b>Other Funding Contributions to Project:</b>		\$		<b>From:</b>	



**'EXHIBIT A'**

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	<i>Sweet Cr.</i> 300 <i>N. F. Siuslaw</i> 400 <i>Indian Cr.</i> 120		445 595 180	<i>LC TSP (2% yr.)</i>
Seasonal Average Daily Traffic (peak season) (SADT) on Forest Highway	<i>Sweet Cr.</i> <i>N. F. Siuslaw</i> <i>Indian Cr.</i>	450 600 180	670 890 270	
% Trucks	<i>Sweet Cr.</i> <i>N. F. Siuslaw</i> <i>Indian Cr.</i>	20 25 40		
% Forest related				
Recreational Visitor Days (RVD)				
Timber (MMBF) or other resource extraction				
NBI Structure Number	Dimensions (Overall Length x Width)	No. of Spans	Bridge Type	NBIS Sufficiency Rating (1-100)

**Problem Statement:** What purpose does this roadway 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, anticipated changes in road use, safety problems, capacity issues, structural bridge deficiencies, pavement condition, etc.

*Sweet Creek Road, North Fork Siuslaw Road and Indian Creek Road serve collectively as primary accesses to approximately 70,000 acres of National Forest Land. Major tourist destinations include Bender and Houghton Boat Landings along North Fork Siuslaw Road, fishing access along the North Fork of the Siuslaw River, the Sweet Creek Hiking Trail and Forest Service Road Network #48 accessed from Sweet Creek Road, and Indian Fishing Access and Campground located about 2 miles from Indiola on Indian Creek Road. All three roads serve as primary accesses to National Forest land for timber harvest and related uses. On a Pavement Condition Index scale of 0 to 100, Sweet Creek Road is rated at values ranging between 77 and 87, which is generally considered "good to very good"; North Fork Siuslaw Road is rated between 85 and 87, and Indian Creek Road is rated between 60 and 86 (Good to excellent) over its entire length. However, the areas addressed by this application involve failing deep culverts, which if not replaced in the foreseeable future, could lead to serious isolated failures which might require the road to be taken out of service, requiring significant out-of- direction travel. In addition, catastrophic failure of the culverts could cause significant debris and sediment to be deposited in the respective streams, which are tributaries of the Siuslaw River. The consequences of not addressing this need is that a catastrophic road failures would require more extensive repairs involving more expensive reconstructions of the roadways. Until a funding source for the more extensive repairs could be found access to the National Forest for recreation and timber uses would be impaired.*



**'EXHIBIT A'**

**Description of proposed work:** Include roadway width, surfacing type, description of conceptual design, any unusual design elements, approximate design speed, and any work affecting structures (include structures on National Bridge Inventory). Include optimum year work should be done and year work needs to be done no later than.

*The proposed project calls for the replacement of 5 failing culverts located within and adjacent to Siuslaw National Forest lands. They include 1 culvert on Sweet Creek Road, 3 culverts on North Fork Siuslaw Road and 1 culvert on Indian Creek Road. The subject roads are vary in width from a minimum to 22 feet to a maximum of 26 feet. The work consists of excavation down to the level of the proposed culvert, replacement of the culverts in suitable bedding and backfilling with compacted fill up to original subgrade. Once the level of the desired subgrade has been reached aggregate base rock will be placed and new HMAC paving will be tied into the undisturbed area on each end of each culvert. Each of the culvert locations will be analyzed during the pre-design phase of the work to determine whether the replacement culverts will be required to be of a fish-friendly design. All requirements of the permitting agencies will be followed in the design and completion of the work. The work will be done in 2016 with design, permitting and right of way phases to be completed in 2015.*

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

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

Anticipated time (months) to acquire all needed ROW: 8

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

**Utilities:** Identify utilities in the roadway corridor. Would relocation be needed? *Locates have not been requested, but it is anticipated that at a minimum, underground telephone and overhead electric power lines are involved for each proposed location. Temporary relocation of overhead power and underground telephone lines may be needed to facilitate planned construction.*

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

*Sweet Creek Road is currently developed to a width of 22 of pavement. Lane County and Western Federal Lands-Highway Division have made a substantial investment in this road over the past 20 years or so, and is currently planning a reconstruction of the existing retaining wall at M P 1.95. Construction on this project is scheduled for 2012-2013, and the estimated cost of this work is \$4.655 million. North Fork Siuslaw Road has also been incrementally improved over the years, and the southerly portion from M. P. 0.00 to M P 11.454 has a pavement width of 26 feet, and a PCI of between 82 and 85 (Very good). Indian Creek Road is a rural minor collector with a pavement width of 22 feet from M P 0.00 to M P 5.5, and then narrowing to 20 feet from that point to M P 12.3. All three roads have been kept in good repair by Lane County Maintenance forces through a regular program of ditch and shoulder maintenance, chip seals and overlays and regular brushing and mowing. There are three bridges on Sweet Creek Road, eight bridges on North Fork Siuslaw Road and four bridges on Indian Creek Road. There is one bridge on North Fork Siuslaw with a sufficiency rating less than 80 percent and two bridges on Indian Creek Road with ratings of less than 80 percent. All bridges on the three roads are capable of handling current legal loading (HS-20) from resource-hauling vehicles, although there are two bridges on Indian Creek Road (MPs 5.448 and 12.015) that are single lane bridges. With the exception of previous state and federal grants, all funding for previous maintenance, repair and improvements along these roads has come from the Lane County Road Fund.*



**'EXHIBIT A'**

<b>Which of the following environmental and social issues are within the project area:</b>		<b>Could the proposed project affect this issue?</b>
Wetlands	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" 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 type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" 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?

*All of the culverts on the 3 roads carry watercourses that discharge into tributaries of the Siuslaw River, a stream which supports important Salmon and Steelhead runs. Particular attention should be paid to whether the installation of "fish friendly" culverts to replace the existing culverts will enhance habitat supporting these fish runs.*

Describe the range of attitudes, both support and opposition, that this 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.

*Operation, maintenance and preservation of the existing County road system is a budget priority for Lane County and its Public Works Department. The opportunity for grant funding to support needed repairs to roads providing access to National Forest lands for recreation and resource uses is generally perceived in a positive manner by the public, road users and stakeholders. This is especially true in light of the decline in other sources of funding that have been used to pay for repairs in the past.*

*Travel delays during construction are viewed as a necessary inconvenience in order that the public's investment in infrastructure may be preserved.*

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

**USE CURRENT UNIT PRICES.**

<b>Quantity</b>	<b>Item</b>	<b>Unit Price</b>	<b>Unit</b>	<b>Total</b>
	Clearing & Grubbing	\$	Acres	\$15,000
	Roadway Excavation	\$	Cubic Yards	\$200,000
	Imported Borrow	\$	Cubic Yards	\$75,000
	Sub-excavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$5,000
	Asphalt concrete pavement	\$	Square Yards	\$45,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$15,000
	Aggregate Sub-Base	\$	Cubic Yards	\$
	Major Culverts	\$	Each	\$ 350,000
	Minor Culverts	\$	Linear Feet	\$
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$250,000



**'EXHIBIT A'**

	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$45,000
	Bridges	\$	Square Feet	\$
	Other: TPDT, signs, barricades	\$		\$15,000
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
	Other:	\$		\$
<b>Sub-Total</b>				<b>\$1,080,000</b>
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$108,000
	Contingencies (30% of Sub-Total)	\$	Lump sum	\$324,000
<b>TOTAL ESTIMATED CONSTRUCTION COST</b>				<b>\$1,500,000 (r)</b>

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

*Lane County will be responsible for all costs associated with right of way acquisitions and any needed utility relocations.*

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

**1. SAFETY GOAL**

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

- How many and what type of crashes have occurred on the project site in the last five years?  
*Based upon data obtained from the Lane County Road Maintenance Information System, there have been no reported crashes on any of the three involved roads.*
- How would the proposed project improve unsafe conditions such as crash sites, inadequate sight distance, roadside hazards, poor vertical/horizontal alignment, hazardous intersections, inadequate lane and shoulders widths, etc?  
*Addressing these failing culverts will result in replacing them with culverts that may last as long as 50 years or more. This will mitigate the potential for road and/or lane closures in the future over the life of these new culverts due to failure of the roads at these locations. In addition, Lane County Public Works will assess other safety needs that can be addressed in connection with this major road maintenance and repair project. These may include such things as brush mowing, hazard tree removal and minor shoulder betterment, which are all evaluated and scheduled as part of the project.*
- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic?  
*Yes, in that the mitigation of potential road or lane closures due to failure of one of the culverts will promote safe conditions for both forest recreation users and forest-related truck traffic.*
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?  
*All road users will benefit from the replacement of these failing culverts and the continuing assurance of stable and safe transportation links due to both the reduction of the potential for unexpected catastrophic failure of the road section resulting from a failed culvert and from any new, smoother level pavement sections to be constructed in connection with the culvert replacement.*
- What are the results/recommendations of any road safety audits conducted for the project?  
*Describe the basis for your information and include reported accidents and anecdotal*



**'EXHIBIT A'**

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information.

*Although no formal road safety audit has been undertaken by the County, these failed areas have been identified by Lane County Road Maintenance staff as areas needing repair, both from a public safety perspective and to prevent further failure of the road in these areas.*

- Is the project identified in a strategic safety plan?

*Yes. Protection and enhancement of public safety is a Core Value of Lane County's Adopted Strategic Plan. Identification of potential hazards is an important part of protection of public safety. The Lane County TSP in Chapter 3, Goal 1, states that "Safety shall be the first priority in making decisions for the Capital Improvement Program and for roadway operations, maintenance and repair."*

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## **2. PRESERVATION GOAL**

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

- Is the project included in a pavement management system? If so, what is the Pavement Condition Index (PCI)?

*All three roads are included within the Lane County Pavement Management System. The Pavement Condition indices in the area of each subject road and each culvert are as follows:*

*Sweet Creek Road – M P 2.20 PCI = 90*

*North Fork Siuslaw Road:*

*M P 0.97 PCI = 85*

*M P 8.05 PCI = 82*

*M P 11.1 PCI = 82*

*Indian Creek Road – M P 6.56 PCI = 60*

- Would the proposed project correct a "deficient" bridge identified by the National Bridge Inventory System? What is the bridge's current Sufficiency Rating? *N. A.*
- How much of the project is proposed for full pavement rehabilitation (i.e. existing pavement in "Poor" or worse condition)? *N. A.*
- How much of the project pavement is in "Fair" or "Good" condition? How much will the project improve the pavement condition?

*All areas of pavement over the length of the three roads are in "Good" condition or better (PCI 55 or above). Any new pavement installed with the culvert replacements will raise these areas to the "Excellent" range (85 and above).*

- How would the proposed project affect maintenance and operating costs of the existing transportation network? Is winter maintenance currently provided?  
*Long-term operating costs for the transportation network will be reduced due to the fact that funding that would have needed to have been dedicated for these culvert replacements will now be able to be allocated for other road maintenance functions such as overlays and chip sealing, shoulder and ditch maintenance. This will preserve the existing road structures thereby reducing future costs. Lane County provides year-around, full service maintenance of the three roads including winter maintenance.*
- What is the annual cost of maintaining and operating the existing facility? What is the anticipated cost of maintenance and operation of the facility with the proposed improvements?

*Average annual maintenance expense for this road is as follows:*

*Indian Creek Road – \$5,000/mi./yr.*

*Sweet Creek Road – \$20,000/mi./yr.*

*North Fork Siuslaw Road – \$6,140/mi./yr.*

*If considered on an annualized basis, it is not expected that the replacement of the deep culverts would have much if any impact on the maintenance costs for the subject roads. Due to the magnitude of the expense and the expected long life of the culverts once replaced, this expense should be considered a capital cost rather than included in annual maintenance*

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costs.

### 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? What effects are expected from these changes in access and utilization? Who would be affected?

*Sweet Creek Road, North Fork Siuslaw Road and Indian Creek Road are three of the primary accesses to a large portion of the Siuslaw National Forest, as well as for numerous rural residences. If a catastrophic failure occurs along any of the roads due to the failure of a deep culvert, access may be cut off in the case of Sweet Creek Road or a detour may be required for an extended period of time for North Fork Siuslaw Road or Indian Creek Road, resulting in extensive out-of-direction travel until funding could be identified for the needed repairs.*

- What NFS resources would be utilized more if the project is implemented? How does the proposed project contribute to the use of renewable, non-renewable or recreational resources of the National Forest? Provide specific examples.

*Keeping North Fork Siuslaw Road, Sweet Creek Road and Indian Creek open and stable provides access to all the uses and benefits provided by the National Forest. These include logging, hunting and fishing, camping and hiking as well as enjoyment of wildlife resources.*

#### 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 project support or enhance opportunities for forest related recreational use and tourism?

*It will support continued efficient and economic use of the National Forest for recreational and timber harvest uses by preventing a major failure of one of the roads at the subject locations.*

- How would this proposed project support commodity extraction (mining, timber, agriculture) on NFS lands? Describe the scope of these potential economic development benefits.

*Assurance of a safe and stable road connection will support timber harvest and reforestation activities by providing a stable transportation network from the National Forest to destinations on the Oregon Coast and the Willamette Valley and the I-5 Corridor.*

- 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 Oregon Coastal communities including Waldport, Florence, Reedsport and Coos Bay-North Bend among others, as well as Mapleton and the Eugene-Springfield area all receive economic benefits from activities conducted within or related to the adjacent National Forest Areas. These include employment from wood products processing and shipping, and lodging and food and related services benefiting from recreational uses including fishing and hunting as well as eco tourism.*

- If the proposed project is located on a designated federal, state, or county scenic byway, identify the scenic byway and explain the anticipated benefit related to the byway. Would the project meet the needs identified in the Byway's management plan? *N. A.*



#### 4. MOBILITY GOAL

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

- Identify all planning documents related to this project. Is the project specifically identified in any of these plans? What is the local or regional priority (high, medium, low) of the project considering the Forest, State or County network? How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? How does the proposal fit with any Transportation System Plans or Corridor Plans? What are the consequences to the transportation system of not addressing these needs?

*The Lane County Transportation System Plan (TSP) adopted by the Board of county Commissioners in June 2004 provides supporting 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 decision for the Capital Improvement Program and for roadway operations, maintenance and repair. Failure to address the need for repairs on these road settlement areas and the resulting potential of catastrophic failure will degrade the transportation system as a whole, by diverting scarce Road Fund resources to pay for marginal, often temporary repairs and would also degrade efficient access to an from a large portion of the National Forest.*

- How would the proposed project improve the continuity of the transportation network? Which gaps or missing links would the proposed project address? What travel restrictions, bottlenecks, or size/load limits impede travel? What work has been completed on adjacent sections to create route continuity?  
*The three subject roads provide important transportation links to the National Forest lands bounded on the North by Big Creek Road which connects with Highway 101, bounded on the east by Upper Deadwood Creek Road, and on the south by the south line of Lane County. This project will address failing deep culverts could potentially lead to a failure of a portion of one of the affected roads.*
- Which gaps or missing links would the proposed project address? *None.*
- What travel restrictions, bottlenecks, or size/load limits impede travel?  
*The three roads are open to legal loads and to overweight/oversize loads by permit. This project will not affect the overweight/oversize capability of the roads.*
- What work has been completed on adjacent sections to create route continuity?  
*Lane County has replaced numerous failing culverts with fish-friendly culverts over the past 10 years or so; has repaired slide areas where needed and completed some minor widening projects and has followed a regular maintenance program for the three roads that has included crack sealing, blade patching, shoulder maintenance and re-rocking and ditch cleaning, and the consistent maintenance is reflected in the overall "good" to "very good" PCI index for these roads.*
- Is the road the sole access to the area?  
*In the case of North Fork Siuslaw and Indian Creek there are other Roads, including Forest*



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**'EXHIBIT A'**

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*Service Roads that could provide access in the event of a road failure/closure of the a section of roadway. In the case of Sweet Creek Road, there is no known alternate access to the residences located between Highway 126 and the end of County Maintenance at M. P. 10.587.*

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

- How would the proposed improvements reduce travel time and congestion, increase comfort and convenience for the forest highway user? *N. A.*
  - What are the major traffic generators within the NFS (recreation destination or resource extraction) for this route?  
*The two boat ramps (Bender and Houghton) and fishing along the North Fork of the Siuslaw and the Sweet Creek Hiking Trail are major generators as well as logging and recreational opportunities within the National Forest*
  - How would the proposed project improve the choices for alternative modes of travel (pedestrian, bike, bus, or rail)? Would the proposed project make any ADA improvements?  
*The project(s) will reduce the potential for failure of the roads in the areas of the failing culverts, and will assure continued availability and attractiveness of the roads for alternate modes of travel.*
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**5. ENVIRONMENTAL QUALITY GOAL**

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

**Note:** It is assumed all projects will be constructed in accordance with all environmental regulations. This scoring is for projects which enhance environmental goals.

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan. Would the proposed project require modifications or amendments to these plans?  
*The proposed projects will assure continued stable and safe access to the recreational and resource opportunities available on the National Forest Lands. Any riparian or in-water work would be subject to review and permitting by Oregon Division of State Lands and/or US Army Corps of Engineers if applicable. No amendment to the Forest Plan is anticipated.*
  - How would the proposed project enhance habitat, native vegetation, and/or reduce noxious weeds?  
*Streamside vegetation will be restored where disturbed as required by the permitting agencies. Any new slopes will be designed to allow for vegetation control in accordance with Lane County's Integrated Vegetation Management (IVM) policies.*
  - How would the project enhance wildlife connectivity and/or aquatic organism passage?  
*Any culvert replacements will be evaluated to determine whether fish passage is a consideration.*
  - How would the project enhance water quality, riparian and/or wetland function?  
*Any storm water runoff from the project areas will be treated in accordance with NPDES requirements.*
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**'EXHIBIT A'**

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Other Remarks:

*The three subject roads provide primary access to over 70,000 acres of Siuslaw National Forest lands. Sweet Creek Road in particular, which serves as sole access to over 30,000 acres of this total has received a substantial investment of public funds in the past both from the Lane County Road fund and Western Federal Lands-Highway Division to pay for culvert replacements, minor widening and realignments over the years. Western Federal Lands is funding the proposed replacement of the failing retaining wall located at M P 1.95 on Sweet Creek Road in the amount of \$4.655 million.*

*Replacement of these failing culverts will assure safe and reliable access to the adjacent National forest lands for recreational and timber industry users for a long time to come.*

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**'EXHIBIT A'**

<b>JOINTLY SUBMITTED BY</b>			
<b>National Forest:</b>		<b>State Region/Area/District, County, Local Sponsor:</b>	<i>Lane County</i>
<b>Forest Supervisor Name:</b>		<b>Region/Area/District Manager, Commissioner, Local Agency Head Name:</b>	<i>Marsha A. Miller Public Works Director</i>
<b>Signature:</b>		<b>Signature:</b>	
<b>Date:</b>		<b>Date:</b>	
<b>E-Mail:</b>		<b>E-Mail:</b>	<i>marsha.miller@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6900</i>
<b>Point of Contact:</b>		<b>Point of Contact:</b>	<i>Bill Morgan</i>
<b>Title:</b>		<b>Title:</b>	<i>County Engineer</i>
<b>E-mail:</b>		<b>E-mail:</b>	<i>bill.morgan@co.lane.or.us</i>
<b>Telephone:</b>		<b>Telephone:</b>	<i>(541) 682-6990</i>

**Provide a good quality map clearly showing the project location and project termini.**

The best available data should be used in completing the project proposal form. Letters of support and photos may also be included.

Email the completed proposal form with all maps, signatures, photos, and letters of support to:

WFL.CallForProjects@dot.gov.

The proposal must be received by **January 31, 2011**. The total file size for the proposal form (including maps, photos and letters) should not exceed 10 megabytes.

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

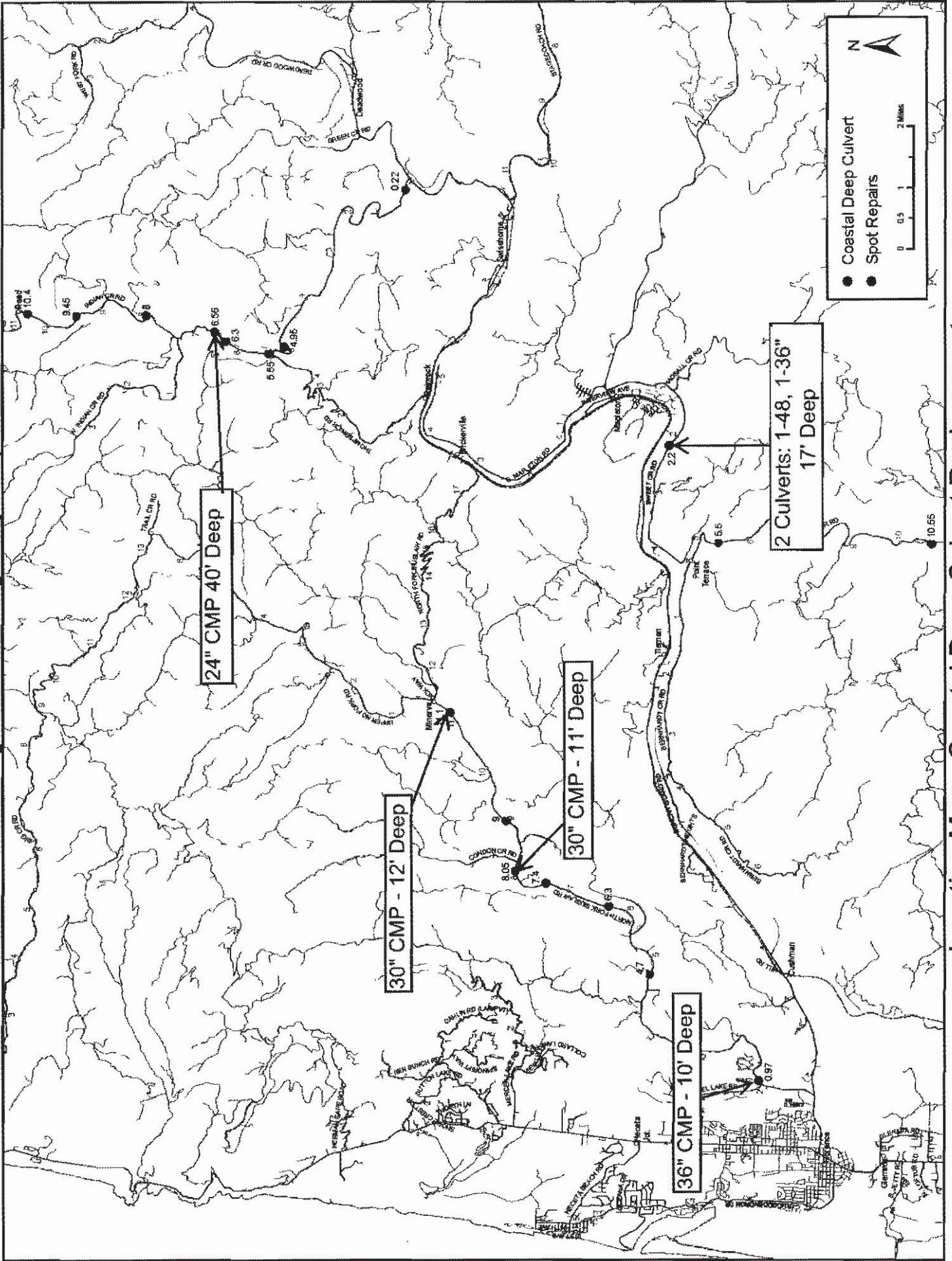
US Forest Service, Region 6  
Sandra Wilson Musser  
(503) 808-2738  
swilsonmusser@fs.fed.us

Oregon Dept. of Transportation  
Patricia Fisher  
(503) 986-3528  
Patricia.R.FISHER@odot.state.or.us

Association of Oregon Counties  
Jon Oshel  
(503) 585-8351  
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Federal Highway Administration  
George Fekaris  
(360) 619-7766  
George.Fekaris@dot.gov

# 2011 Oregon Forest Highway Proposal



Location Map - Coastal Deep Culvert Replacements