

Memorandum Date: July 7, 2008
Order Date: July 23, 2008

W. 3. C. 1

TO: Board of County Commissioners
DEPARTMENT: Public Works
PRESENTED BY: Mike Russell, Road Maintenance
AGENDA ITEM TITLE: ORDER/In the Matter of Authorizing Application for Funding from the Federal Highway Administration under the 2008 Oregon Forest Highway Program for Slide Repair, Retaining Wall Repair and Preservation Projects on Identified Roads.

I. MOTION

Move approval of the Order (Attachment A).

II. AGENDA ITEM SUMMARY

The Oregon Forest Highway Program is soliciting project proposals for construction in FY 2013 and beyond. The program receives an average of \$20 million annually. Of this amount, about \$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 rural and community economic development and promote tourism and travel. Reconstruction, rehabilitation, safety, and preservation projects are all eligible.

Public Works staff requests approval to apply for up to \$7.6 million of the funding for three separate projects.

- | | |
|--|---------------|
| 1. Kitson Springs Road Slide Repair, MP 2.50 to 2.75 | \$2.1 million |
| 2. Sweet Creek Retaining Wall, MP 1.95 to 2.15 | \$2.5 million |
| 3. Various Overlays on Forest Highways in FY 2013 | \$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 capital improvements on County roads within the NFS. Past projects include safety improvements on Brice Creek Road and West Boundary Road.

B. Policy Issues

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

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

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

C. Board Goals

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

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

D. Financial and/or Resource Considerations

The anticipated amount requested would be approximately \$7.6 million for the three projects. The projects are being submitted individually and will compete on their own merits in the selection process. The estimated costs cover construction costs only and Lane County will provide labor, equipment and materials for design, permits, construction inspection and post construction activities. No match is required. Staff time would be associated with preparation of the funding application materials and any follow-up processing, such as intergovernmental agreements, as well as incorporating the project into the Capital Improvement Program. The funding is for capital projects that would be designed by Lane County and put out to bid as a capital project. County field engineering staff would inspect contractor's work. No new or additional county staffing needs would result.

E. Analysis

Kitson Springs Road Slide Repair, MP 2.50 to 2.75 - \$2.1 million

This project proposes to address a continuing slide on Kitson Springs Road just north of Oakridge. The embankment failure has caused damage to the roadway 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 has been completed on this project and no final alternative has been chosen. The estimated costs are based on a large excavation of the slide area and rebuilding of the embankment. Much of the estimate can also translate to a realignment

option if that is determined to be appropriate. The proposed project timeline anticipates construction in 2013. Public Works will develop the project more fully during the project development period. Project elements such as right-of-way needs, utility conflicts and final alignment will be determined at a later date and will follow Public Works public involvement processes as well as appropriate Board of Commissioners approvals.

Sweet Creek Retaining Wall, MP 1.95 to MP 2.15 - \$2.5 million

This project proposes to address failures in a retaining wall along Sweet Creek Road just south of Mapleton. Failures in the wall at various locations over its length have jeopardized the integrity of the adjacent roadway embankment.

A draft Preliminary Report by OTAK, Inc. has been completed for this project. The draft report proposes replacing the current wall design with a cantilever soldier pile for shorter wall heights and a tied back soldier pile wall for taller wall heights along the length of the project.

The estimated costs are based on those provided in the draft preliminary report. Although farther along in the project development phase, the proposed project timeline anticipates construction in 2013 to accommodate the Forest Highway Program funding.

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

Various Overlays on Forest Highways in FY 2013 - \$3.0 million

Since preservation projects are eligible for this funding, those eligible road segments that are identified for overlay treatment around 2013 were identified. These cost estimates were adjusted 10% over existing overlay costs to account for escalating costs.

They include:

Cottage Grove Area:

- Row River Road, MP 12.0 to MP 13.31 - 3" overlay = \$315,000
- Brice Creek Road, MP 2.15 to MP 3.34 - 2" overlay = \$180,000

Lowell Area:

- Winberry Creek Road, MP 4.42 to 5.674 - 2" overlay = \$185,000

Florence Area:

- Indian Creek Road, MP 5.50 to 12.30 - 3" overlay = \$1,100,000
- Canary Road, MP 0.0 to MP 5.105 - 3" overlay = \$1,220,000

These would be standard overlays and integrated into our annual overlay program. Estimated costs are for construction only and do include all items incidental to this type of work, such as guard rail upgrades. There is no anticipated need for additional right-of-way.

As required by the application process, the Willamette, Umpqua, and Siuslaw National Forests have indicated their support for these projects. The Willamette NF is submitting their top priority project which is a slide repair on Highway 20 near Sweet Home.

IV. Alternatives/Options

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

V. TIMING/IMPLEMENTATION

July 28 is the deadline for submittal of the application materials. Projects must be ready to construct by Federal Fiscal Year 2013 and beyond.

VI. RECOMMENDATION

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

VII. FOLLOW-UP

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

VIII. ATTACHMENTS

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

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.

-) ORDER/In the Matter of Authorizing Application for
-) Funding from the Federal Highway Administration under
-) the 2008 Oregon Forest Highway Program for Slide
-) Repair, Retaining Wall Repair and Preservation Projects
-) on Identified Roads.

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

WHEREAS, Federal Highway Administration has invited applications for the 2008 Oregon Forest Highway Program due July 28, 2008; **and**

WHEREAS, Lane County staff prepared three applications for the following projects amounting to \$7.6 million:

- | | |
|---|---------------|
| 1. Kitson Springs Road Slide Repair, MP 2.5 to 2.75 | \$2.1 million |
| 2. Sweet Creek Retaining Wall, MP 2.4 | \$2.5 million |
| 3. Various Overlays on Forest Highways in FY 2013 | \$3.0 million |

; NOW THEREFORE, BE IT

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

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

DATED this _____ day of _____, 2008

Faye Stewart, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 7-14-08 Lane County

OFFICE OF LEGAL COUNSEL



U.S. Department
of Transportation
**Federal Highway
Administration**

Western Federal Lands Highway Division

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

June 4, 2008

In Reply Refer to: HFL-17
#27724L_GNF

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
2008 Oregon Forest Highway Program

The Oregon Forest Highway Program is soliciting project proposals for construction in FY 2013 and beyond. Enclosed are the Forest Highway 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 rural and community economic development and promote tourism and travel. Proposed projects should also be identified in a transportation plan, Forest Plan, and/or County Comprehensive plan.

Reconstruction, rehabilitation, safety, and preservation 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.) were selected through a separate process completed in March 2008.

Proposed projects must be located on a designated Forest Highway Route. Routes that have been recently been nominated for Forest Highway designation and received confirmation of moving to phase 2 of the process, may also submit proposals. If the proposed route successfully completes phase 2 and is formally designated, the project proposals will receive full consideration. A map showing the currently designated routes is at the following web site:

http://www.wfl.fha.dot.gov/fhp/oregon/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, large projects costing greater than \$10 million 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.

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

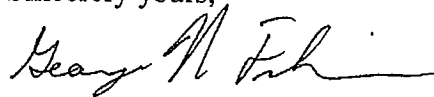
George Fekaris
Transportation Planner
FHWA-Western Federal Lands
610 East Fifth Street
Vancouver, WA 98661

The completed application must be postmarked by **July 28, 2008**. Letters of support may also be attached. The best available data should be used in completing the project proposal form.

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

US Forest Service, Region 6	Becky Hutchins	(503) 808-2393
Association of Oregon Counties	Jon Oshel	(503) 585-8351
Oregon Dept. of Transportation	Patricia Fisher	(503) 986-3528
Federal Highway Administration	George Fekaris	(360) 619-7766

Sincerely yours,



George Fekaris
Transportation Planner

(enclosures and ec's listed on page 3)

2008 OREGON FOREST HIGHWAY PROJECT PROPOSAL

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

Forest Highway Inventory Name:		<i>Kitson Springs Road</i>	
FH Route #	<i>177</i>	Local Route #	<i>6178</i>
Project Name: <i>Kitson Springs Road Slide MP 2.6</i>			
Agency with Jurisdiction: (Consider road ownership, and operation, law enforcement. Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
Agency currently maintaining roadway: (Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
Sponsor: (Entity with authority to finance, build, acquire right-of-way, or maintain a public highway. Sponsor will assume jurisdiction and maintenance of the improved roadway. Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
Project is identified within the following (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"/> County Comprehensive Plan: <i>The TSP is a component of the Comp. Plan</i>			
Considering the entire Forest network, this project's priority is...		Considering the entire State or County network, this project's priority is...	
<input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low		<input type="checkbox"/> High <input checked="" type="checkbox"/> Med <input type="checkbox"/> Low	
Functional Classification: (Show official designations of route.) <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road			
Acres of National Forest accessed by this route:		<i>20,000+</i>	
Primary visitor destinations:		<i>Hills Creek Lake, Kitson Hot Springs</i>	
Termini (M. P.'s or landmarks)	Begin	<i>2.5</i>	Project Length (miles) <i>0.25</i>
	End	<i>2.75</i>	
The lead agency for project delivery will be: <input type="checkbox"/> WFLHD <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local			
Project delivery services requested from WFLHD (check all that apply): <input type="checkbox"/> 30% Design and Environmental Clearance <input type="checkbox"/> Final Design <input type="checkbox"/> Construction Administration			
Project construction funds requested from Forest Highway Program: <input type="checkbox"/> Full costs <input type="checkbox"/> Partial costs, amount: <i>\$2,100,000</i>			
Key Items of construction work (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 type="checkbox"/> Major culverts <input type="checkbox"/> Roadside safety structures <input type="checkbox"/> Bridges <input type="checkbox"/> Other:			
Estimated Total Construction Costs:		<i>\$ 2,100,000</i>	
Other Funding Contributions to Project:		\$	From:
JOINTLY SUBMITTED BY			
National Forest: <i>Willamette</i>		State/County/Local Sponsor:	
Name (print):		Name (print):	
Signature:		Signature:	
Title:		Title:	
Date:		Date:	
E-Mail:		E-Mail:	
Telephone:		Telephone:	

Traffic Volumes	Current		2028 Projections	Basis for projections? (e.g. Forest/County plan, population growth rate...)
	Actual Counts	Estimated		
ADT		550	800	County TSP (2%/yr.)
SADT (peak season)				
% Trucks				
% FS generated				
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? 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, 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 road until fixed. Currently County maintains pavement in slide area by applying asphalt as needed.

Description of proposed work: Include roadway width, surface type, 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 roadway is approximately 20 feet wide with a bituminous asphalt surface. Approximate design speed is 25 mph for the curves (signed). Anticipated construction time is summer 2013.

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: *6 to 9 mos.*

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 done. Overhead wires are located on downhill side (slide area) of the roadway, but no poles are located in the slide area. If realignment option is preferred, relocation may be needed for any underground facilities.

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

Other than routine maintenance (chip seal, overlay), there is no improvement planned for adjacent sections.

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

Describe any other environmental or social issues that should be considered that are within the project area:

Proximity to Hills Creek Reservoir should be considered, but project area appears to be outside of jurisdictional boundaries of regulating agencies. This will have to be confirmed as the project develops. Hills Creek Dam is operated by Army Corps of Engineers. Coordination and perhaps right-of-way needs will have to be coordinated with them.

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. *There has been no formal public process initiated to solicit this information. 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.*

Construction Cost Estimate: Fill-in estimates for appropriate items. Add items as needed.				
Quantity	Item	Unit Price	Unit	Total
	Clearing & Grubbing	\$	Acres	\$20,000
	Roadway Excavation	\$15	Cubic Yards	\$600,000
	Imported Borrow	\$	Cubic Yards	\$
	Subexcavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$2,500
	Asphalt concrete pavement	\$	Square Yards	\$96,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$24,000
	Aggregate Sub-Base	\$	Cubic Yards	\$120,000
	Major Culverts	\$	Each	\$12,000
	Minor Culverts	\$	Linear Feet	\$
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$600,000
	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$60,000
	Bridges	\$	Square Feet	\$
	Other: <i>TPDT, Signs, Barricades, Flaggers</i>	\$	Each	\$25,000
	Other: <i>Erosion Control</i>	\$	Each	\$6,000
Sub-Total				\$1,565,500
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$157,000
	Contingencies (25% of Sub-Total)	\$	Lump sum	\$392,000
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$2,114,500</u>

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

Lane County intends to provide labor, materials and services related to design, field, and construction engineering for this project. It will be let as a County construction contract utilizing contracted construction services.

How does the project relate to the following evaluation criteria?

1. 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?
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 resources would be utilized 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 provides access to all the beneficial uses provided by the Forest. The top uses include logging and recreational.
- If the proposed project is implemented, what effects are expected from these changes in access and utilization? Who would be affected?
The intent of the project is to prevent a catastrophic failure of the slide area that makes the road impassable for an undetermined period of time. The road serves various users.

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.

- Identify the type of Forest related economic development opportunities the proposed project would support.
Any further development of recreational areas around Hills Creek Lake, Kitson Hot Springs Boy Scout Camp.
- How would this proposed project support new, permanent economic opportunities such as mining, timber, agriculture, or recreation? Describe the scope of these potential economic development benefits.
The only new opportunities that this project would support would be those initiated by others. This proposal is to keep an existing access from having a major failure. A safe stable roadway will provide the basis for access to any new opportunities.
- How would the proposed improvement contribute to local, regional or national benefits?
- 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?
Oakridge and Westfir are nearby communities that benefit from recreational and natural resource business. Together they are home to 3,300 people. The communities cater to visitors and recreationalists who are using Hills Creek Reservoir and other points of interest around the area.
- Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway.
No, but the nearby city of Westfir is at the southern terminus of the Aufderheide National Scenic Byway.

2. MOBILITY GOAL

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

- Identify the system transportation plan and describe the needs identified in plan.
The Lane County Transportation System Plan (TSP) adopted by the Board in June 2004 provides supportive policy language as follows:

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

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

The project is not specifically identified in the TSP as it is not a capital improvement.
How does this proposal fit with the Forest Plan?

How does the proposal fit with the county comprehensive plan?

The TSP is the transportation element of the County's Comprehensive Plan. ?????

Is the proposal part of a corridor plan? *No.*

What are the consequences of not addressing these needs?

The slope continues to move and requires frequent restoration of the pavement surface to provide for safe travel. If not addressed, the slide will continue to be a safety issue with a continuing potential for a catastrophic failure.

- 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 accomplished by Kitson Springs Road on the east bank and Forest Service roads around the rest of the perimeter. Kitson Springs Road is the primary access into resource lands beyond MP 4.65.

- Is the road the sole access to the area?

Kitson Springs Road serves as the primary access to the area. Other access is available by circuitous non-county roads.

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

- Who are the users of the transportation network? What are the major traffic generators (destination or resource extraction) for this route?

The route provides recreational access to Hills Creek Reservoir and points beyond, operational access to Hills Creek Dam, and access to Kitson Hot Springs Boy Scout Camp. The route provides access to over 20,000 acres of forest land for resource extraction.

-
- What goods and services are transported along this segment of the network? Are there areas of poor pavement and/or traffic congestion that impede mobility? How would the proposed improvements make access easier and facilitate travel (e.g. comfort, convenience, and travel time)?

The proposal is to address an embankment failure at MP 2.6 that continues to be a maintenance problem, requiring frequent patching, and reduce the potential for catastrophic failure. The proposed project would ensure safe and efficient travel through the area.

- How would the proposed project improve the choices for mode of travel (car, pedestrian, bike, bus, and/or rail)?
There is no existing bike or pedestrian facilities along Kitson Springs Road other than narrow paved shoulders. Standard shoulder width will be provided by the project only for the project area. There is no Bus or rail route along this road.

3. ENVIRONMENTAL QUALITY GOAL

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

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan. 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 catastrophic failure. Project specifications will require establishment of native vegetation on slopes. There are no anticipated amendments needed.

- How would the proposed project enhance the physical and biological components of the land (including water quality, habitat, aquatic organism passage, riparian and/or wetland function, wildlife connectivity, native vegetation, and noxious weed reduction)?

The project limits appear to be outside jurisdictional boundaries, although if encountered, Lane County will comply with all permit requirements.

4. PRESERVATION GOAL

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

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

Lane County provides full-service maintenance of Kitson Springs 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 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.

- Would the proposed project correct a “deficient” bridge identified by the National Bridge Inventory System or correct a “Poor” or “Fair” pavement condition identified by a pavement management system? Would the proposed project preserve a “Good” pavement condition

identified by a pavement management system?

The pavement condition within the project area is in fair condition when patched. The proposal would lift the overall pavement condition along Kitson Springs Road. Lane County's pavement management program rates the pavement condition as "Good" (PCI = 73) from MP 0.00 to 4.65.

5. SAFETY GOAL

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

- 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?

The proposed project will address sunken grades within the project area due to continuing slope movement. The area is signed with "Sunken Grade" warning signs that would be removed upon project construction.

- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic? *No.*
- 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. *None available.*
- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?

The sunken grade areas related to the slide area present unsafe conditions. The proposed project will address safety for all users of the road.

Other Remarks:

Lane County has experienced a significant cutback in available funds for capital expenditures such as Kitson Springs since the expiration of a federal program which provides \$20 million to the Road Fund through the Secure Rural Schools and Community Self-determination Act of 2000. These "timber" payments provided the backbone of our capital program. In light of this, needs along forest roads are not being met and opportunities like the Forest Highway Program must fill the need.

Other pressures on the department continue to be the rising costs of materials. We have experienced 20% annual increases in our materials costs in the last couple of years. Our dollars are not buying as much as it used to.

Send four (4) copies of completed and signed project proposal along with a map identifying the proposed project location and termini to:

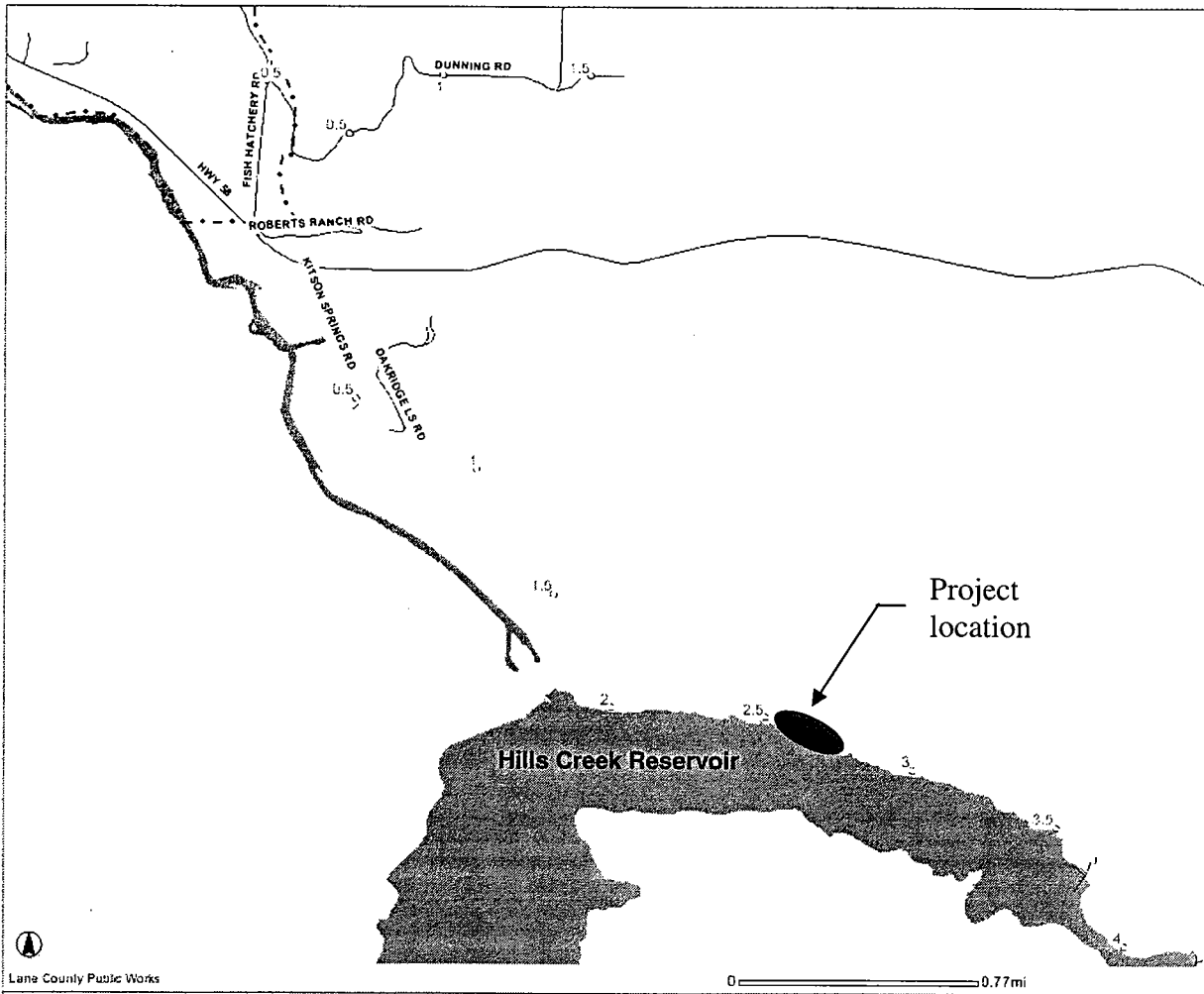
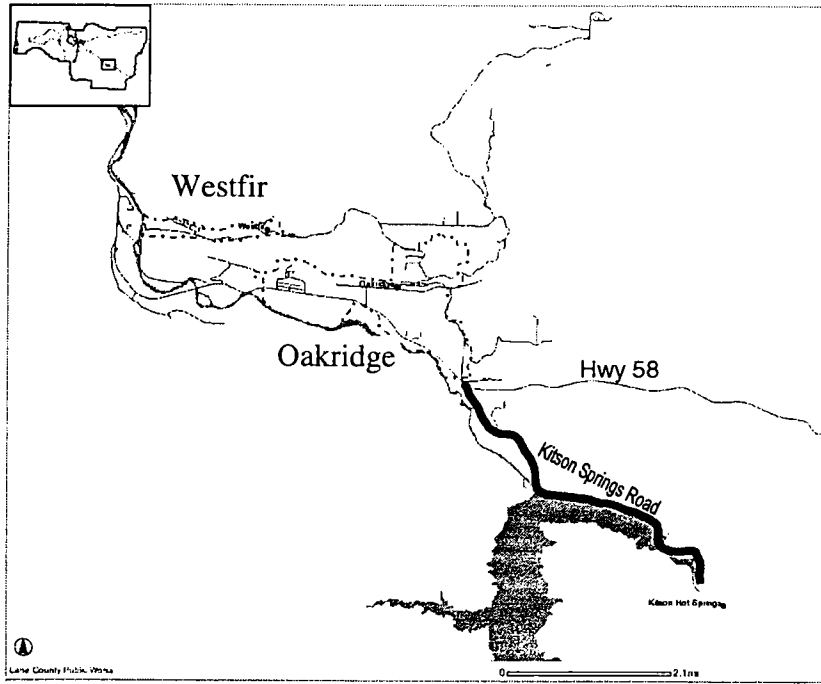
George Fekaris, Transportation Planner
FHWA- Western Federal Lands
610 East Fifth Street
Vancouver, WA 98661.

Proposals must be postmarked by July 28, 2008 to be considered.

Direct questions to:

Forest Service:	Becky Hutchins, Region 6	(503) 808-2393
County:	Jon Oshel, AOC	(503) 585-8351
State:	Patricia Fisher, ODOT	(503) 986-3528
FHWA:	George Fekaris, WFLHD	(360) 619-7766

Vicinity Maps



KITSON SPRINGS RD - 617800, SE: DMI: 2.6466 Lat/Long: -122.4055/43.7084; X/Y 4417467.4/749831.4 9/7/2007 9:18:40 AM



Kitson Springs Road MP 2.65 Looking South

KITSON SPRINGS RD - 617800, SE: DMI: 2.6954 Lat/Long: -122.4046/43.7080; X/Y 4417680.7/749694.2 9/7/2007 9:18:46 AM



Kitson Springs Road MP 2.7 Looking South

2008 OREGON FOREST HIGHWAY PROJECT PROPOSAL

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

Forest Highway Inventory Name:		<i>Indian Creek Road and Canary Road</i>		
FH Route #	<i>201, 197</i>	Local Route #	<i>5130-00, 5320-00</i>	
Project Name: <i>Indian Creek Road and Canary Road Overlays</i>				
Agency with Jurisdiction: (Consider road ownership, and operation, law enforcement. Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:				
Agency currently maintaining roadway: (Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:				
Sponsor: (Entity with authority to finance, build, acquire right-of-way, or maintain a public highway. Sponsor will assume jurisdiction and maintenance of the improved roadway. Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:				
Project is identified within the following (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"/> County Comprehensive Plan: <i>The TSP is a component of the Comp. Plan</i>				
Considering the entire Forest network, this project's priority is...		<input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	Considering the entire State or County network, this project's priority is... <input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	
Functional Classification: (Show official designations of route.) <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input type="checkbox"/> Major Collector <input checked="" type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road				
Acres of National Forest accessed by this route:		<i>Indian - 40,000+ & Canary - 15,000+</i>		
Primary visitor destinations:		<i>Indian – Deadwood, Saddle Mountain Canary – Dunes City, Honeyman State Park, Woahink & Siltcoos Lake</i>		
Termini (M. P.'s or landmarks)	Begin	<i>Indian MP 5.50</i>	<i>Canary 0.00</i>	Project Length (miles) <i>11.90</i>
	End	<i>MP 12.30</i>	<i>5.10</i>	
The lead agency for project delivery will be: <input type="checkbox"/> WFLHD <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local				
Project delivery services requested from WFLHD (check all that apply): <input type="checkbox"/> 30% Design and Environmental Clearance <input type="checkbox"/> Final Design <input type="checkbox"/> Construction Administration				
Project construction funds requested from Forest Highway Program: <input checked="" type="checkbox"/> Full costs <input type="checkbox"/> Partial costs, amount: <i>\$2,320,000</i>				
Key Items of construction work (check all that apply): <input checked="" type="checkbox"/> Paving <input type="checkbox"/> Base <input 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:				
Estimated Total Construction Costs:		<i>\$2,320,000</i>		
Other Funding Contributions to Project:		\$	From:	
JOINTLY SUBMITTED BY				
National Forest: <i>Siuslaw</i>		State/County/Local Sponsor: <i>Lane County</i>		
Name (print):		Name (print): <i>Bill Morgan</i>		
Signature:		Signature:		
Title:		Title: <i>County Engineer</i>		
Date:		Date:		
E-Mail:		E-Mail: <i>Bill.Morgan@co.lane.or.us</i>		

For Canary Road, a widen and overlay project was completed adjacent to the project limits in 1999.

Which of the following environmental and social issues are within the project area:		Could the proposed project affect this issue?
Wetlands	(X) No () Yes	(X) No () Yes
T&E Species	(X) No () Yes	(X) No () Yes
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	(X) No () Yes	(X) No () Yes

Describe any other environmental or social issues that should be considered that are within the project area:

For Canary Road, historic retaining walls constructed by the depression era CCC exist along the road. An improvement project in the area specifically avoided this area because impacts to the walls caused by any widening were not desired. There are two lake crossings in this section of Canary Road.

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. *Pavement preservation is a budget priority for the department. The opportunity to obtain additional funds through programs such as these, allows the department to stretch preservation funds. Public response to preservation projects is generally positive. Short term inconvenience during construction can be frustrating for the public.*

Construction Cost Estimate: Fill-in estimates for appropriate items. Add items as needed.				
Quantity	Item	Unit Price	Unit	Total
	Clearing & Grubbing	\$	Acres	\$
	Roadway Excavation	\$	Cubic Yards	\$
	Imported Borrow	\$	Cubic Yards	\$
	Subexcavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$
	Asphalt concrete pavement	\$	Square Yards	\$1,650,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$
	Aggregate Sub-Base	\$	Cubic Yards	\$
	Major Culverts	\$	Each	
	Minor Culverts	\$	Linear Feet	\$
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$
	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$
	Bridges	\$	Square Feet	\$
	Other: <i>TP&DT, signs, flaggers</i>	\$	Each	\$60,000
	Other: <i>Erosion/Pollution Control</i>	\$	Each	\$8,000
Sub-Total				\$1,718,000
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$171,800
	Contingencies (25% of Sub-Total)	\$	Lump sum	\$429,500
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$ 2,319,300</u>

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

Lane County intends to provide labor, materials and services related to design, field, and construction engineering for this project. It will be let as a County construction contract utilizing contracted construction services.

How does the project relate to the following evaluation criteria?

1. ECONOMIC GOAL

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

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

Structural overlays are a standard maintenance practice used by the department to extend the service life of pavements and maximize the structural integrity of the County's roadways.

Overlaying roads will maintain access to large areas of forest land and recreational opportunities on the Oregon Coast.

- What resources would be utilized 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.

Providing safe, well-maintained roads directly relates to efficient movement of traffic.

Overlays rehabilitate road surfaces and remove deficiencies, thereby reducing wear and tear on vehicles and eliminating potentially hazardous road conditions. These roads serve the routes to timber land, recreational opportunities such as Honeyman State Park and other County Parks.

- If the proposed project is implemented, what effects are expected from these changes in access and utilization? Who would be affected?

The proposal is to overlay the existing roadway. No changes to access are proposed.

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.

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

Well-maintained roads are the backbone of economic opportunity and development.

Specifically, for forest uses, this project benefits logging operations and tourist based enterprises that use these roads to access developed and undeveloped opportunities.

- How would this proposed project support new, permanent economic opportunities such as mining, timber, agriculture, or recreation? Describe the scope of these potential economic development benefits.

The proposed project would maintain very good pavement conditions for roads identified for treatment for many years in the future providing good access to any potential future development.

- How would the proposed improvement contribute to local, regional or national benefits?
- Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?

The Cities of Florence, Dunes City, and the rural community of Deadwood benefit from the proposed project. Tourism has historically dominated the employment base in this region of

Lane County as well as some resource extraction.

- Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway.
No.

2. MOBILITY GOAL

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

- Identify the system transportation plan and describe the needs identified in plan. How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? Is the proposal part of a corridor plan? What are the consequences of not addressing these needs?

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

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

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

- 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?
This is the last portion of the road network around Woahink Lake to be improved. Widen and overlays have been completed on remaining sections of Canary and Clear Lake Roads providing relatively new pavement surfaces surrounding the lake.
- Is the road the sole access to the area?
Yes.

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

- Who are the users of the transportation network? What are the major traffic generators (destination or resource extraction) for this route?
Forest users, tourists and residents use these roads.
 - What goods and services are transported along this segment of the network? Are there areas of poor pavement and/or traffic congestion that impede mobility? How would the proposed improvements make access easier and facilitate travel (e.g. comfort, convenience, and travel time)?
Good pavement condition contributes to good mobility. Timber extraction and tourism are the
-

main users along these roads.

- How would the proposed project improve the choices for mode of travel (car, pedestrian, bike, bus, and/or rail)?

Current pavement width is 20 to 25 feet. For an overlay project, there is no anticipation of widening the paved surface.

3. ENVIRONMENTAL QUALITY GOAL

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

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

There are no apparent environmental impacts. The project is constrained to the existing right-of-way and paved surface area within the existing roadway prism.

- How would the proposed project enhance the physical and biological components of the land (including water quality, habitat, aquatic organism passage, riparian and/or wetland function, wildlife connectivity, native vegetation, and noxious weed reduction)?

As a matter of course, ditches will be reestablished and existing culvert crossings will be evaluated. In general, stormwater related facilities will be in better condition after construction as maintenance crews follow Lane County's Routine Road Maintenance Best Management Practices related to those facilities.

4. PRESERVATION GOAL

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

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

Maintenance and operating costs would be held to average levels with the propose project. If deferred, pavement condition will worsen and corresponding maintenance effort will increase. Winter sanding and snow removal is currently performed on these roads.

- 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?

Annual costs are based on the entire length of the road.

Annual costs for Indian Creek Road are \$5,100/mile and Canary Road are \$7,200.

Routine road maintenance costs excluding capital and major maintenance projects are anticipated to be stable for awhile as this project will establish a new surface for untreated portions of both roads. A rough estimate of routine road maintenance costs is about \$5,000/mile.

- Would the proposed project correct a "deficient" bridge identified by the National Bridge Inventory System or correct a "Poor" or "Fair" pavement condition identified by a pavement management system? Would the proposed project preserve a "Good" pavement condition identified by a pavement management system?

On a Pavement Condition Index scale of 0 to 100, Indian Creek Road is rated at 60 and Canary Road at 66, indicating a need to provide a structural overlay primarily due to measured longitudinal and transverse cracking, weathering and raveling defects. The PCI after construction would be raised to 100 within the proposed project limits.

Telephone:	Telephone:
-------------------	-------------------

Traffic Volumes	Current		2028 Projections		Basis for projections? (e.g. Forest/County plan, population growth rate...)
	Actual Counts	Estimated			
ADT	<i>Indian</i> 100	<i>Canary</i> 2,200	<i>Indian</i> 150	<i>Canary</i> 3,300	<i>LC TSP (2%/yr.)</i>
SADT (peak season)					
% Trucks					
% FS generated					
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? 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, structural bridge deficiencies, pavement condition, etc.

Indian Creek Road serves as the primary access to resource lands in the area. Canary Road serves the entrance to Honeyman State Park and access to other recreational and tourist destinations related to Woahink and Siltcoos lakes. On a Pavement Condition Index scale of 0 to 100, Indian Creek Road is rated at 60 and Canary Road at 66, indicating a need to provide a structural overlay primarily due to measured longitudinal and transverse cracking, weathering and raveling defects. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available; possibly deferring until more expensive reconstruction is needed.

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

Right-of-Way Acquisition: (ROW acquisition is the responsibility of the Sponsor.)
 Classification of ROW required for project: () Extensive () Minor (X) None
 Anticipated time (months) to acquire all needed ROW:
 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 done. No utility relocation is anticipated.

Describe level of improvement planned or constructed on adjacent sections of route: Identify funding sources.
Routine maintenance. There is no improvement planned for adjacent sections of Indian Creek Road.

5. SAFETY GOAL

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

- 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?

As a matter of course, when we are anticipating a major maintenance project on a specific road, we assess other safety needs that can be addressed. Activities such as brush mowing to push back encroaching vegetation, hazard tree removal, shoulder betterment, etc. are all evaluated and scheduled to prepare for 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? *No.*
- 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. *None.*
- 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 a new surface free of deficiencies and reestablished striping.

Other Remarks:

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

Other pressures on the department continue to be the rising costs of materials and operations. We have experienced 20% annual increases in our materials costs in the last couple of years. Our dollars are not buying as much as it used to.

Send four (4) copies of completed and signed project proposal along with a map identifying the proposed project location and termini to:

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

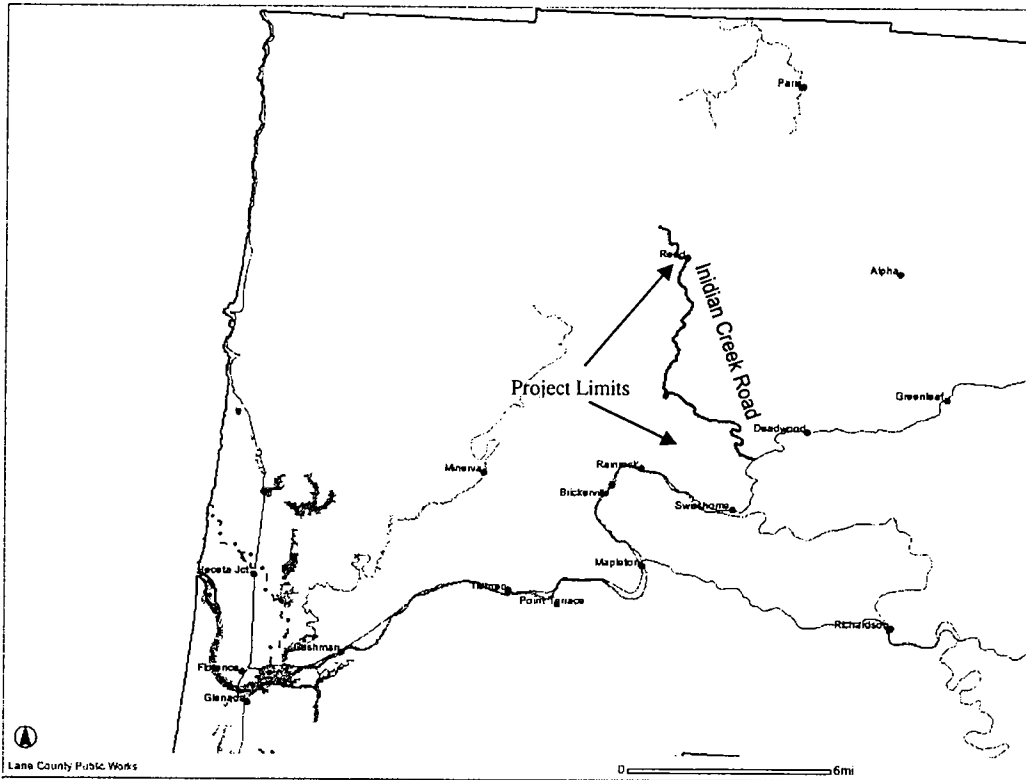
Proposals must be postmarked by July 28, 2008 to be considered.

Direct questions to:

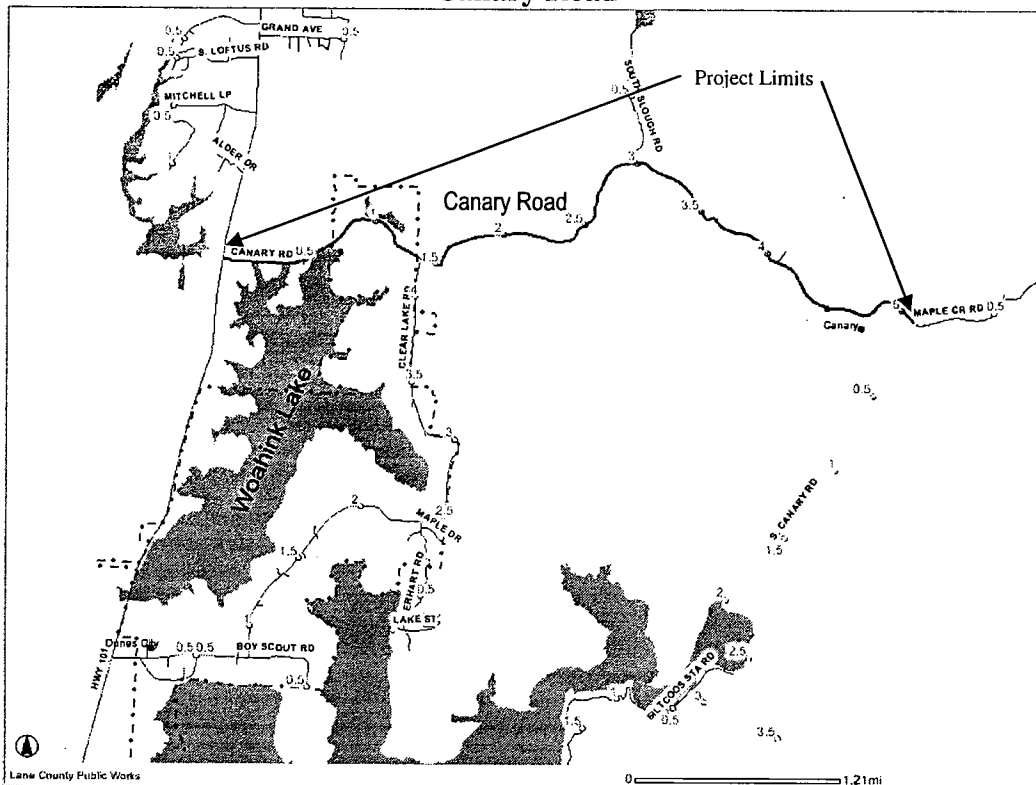
Forest Service:	Becky Hutchins, Region 6	(503) 808-2393
County:	Jon Oshel, AOC	(503) 585-8351
State:	Patricia Fisher, ODOT	(503) 986-3528
FHWA:	George Fekaris, WFLHD	(360) 619-7766

Vicinity Maps

Indian Creek Road



Canary Road



2008 OREGON FOREST HIGHWAY PROJECT PROPOSAL

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

Forest Highway Inventory Name: *Row River Road & Brice Creek Road*

FH Route # *209, 167* **Local Route #** *2400-00, 2470-00*

Project Name: *Row River & Brice Creek Road Overlays*

Agency with Jurisdiction: (Consider road ownership, and operation, law enforcement. Check all that apply.)

Forest Service State County Local Agency Other:

Agency currently maintaining roadway: (Check all that apply.)

Forest Service State 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 County Local Agency Other:

Project is identified within the following (Check all that apply and show plan name):

System Transportation Plan: *Road maintenance is identified as a core transportation system program.*

Land Management Plan:

County Comprehensive Plan: *The TSP is a component of the Comp. Plan*

Considering the entire Forest network, this project's priority is...	<input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	Considering the entire State or County network, this project's priority is...	<input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low
---	---	--	---

Functional Classification: (Show official designations of route.)

National Highway System Arterial Major Collector Minor Collector Local Road

Acres of National Forest accessed by this route: *60,000 ac.*

Primary visitor destinations: *Dorena Reservoir, Bohemia Mines, County and ACOE Parks, Dorena Covered Bridge, Fairview Peak Lookout*

Termini (M. P.'s or landmarks)	Begin	<i>Row</i>	<i>Brice</i>	Project Length (miles)	<i>2.5</i>
		<i>MP 12.00</i>	<i>2.15</i>		
	End	<i>MP 13.31</i>	<i>3.34</i>		

The lead agency for project delivery will be:

WFLHD Forest Service State County Local

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:

Full costs Partial costs, amount: *\$495,000*

Key Items of construction work (check all that apply):

Paving Base Earthwork Major concrete structures
 Major culverts Roadside safety structures Bridges Other:

Estimated Total Construction Costs: *\$495,000*

Other Funding Contributions to Project: \$ _____ **From:** _____

JOINTLY SUBMITTED BY

National Forest: *Umpqua* **State/County/Local Sponsor:** *Lane County*

Name (print): _____ **Name (print):** *Bill Morgan, P.E.*

Signature: _____ **Signature:** _____

Title: _____ **Title:** *County Engineer*

Date: _____ **Date:** _____

E-Mail: _____ **E-Mail:** *Bill.Morgan@co.lane.or.us*

Telephone: _____ Telephone: (541) 682-6990

Traffic Volumes	Current		2028 Projections		Basis for projections? (e.g. Forest/County plan, population growth rate...)
	Actual Counts	Estimated			
ADT	Row 1,400	Brice 500	Row 1,886	Brice 650	LC TSP (2%/yr.)
SADT (peak season)					
% Trucks					
% FS generated					
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? 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, structural bridge deficiencies, pavement condition, etc.

These roads serve as the primary access to Dorena Reservoir and facilities as well as resource lands beyond. Measured pavement defects include alligator cracking, weathering and raveling, and some distortions. On a Pavement Condition Index scale of 0 to 100, Row River Road is rated at 62 and Brice Creek at 70, indicating a need to provide a structural overlay. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available; possibly deferring until more expensive reconstruction is needed.

Description of proposed work: Include roadway width, surface type, 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 proposal is to apply a 3-inch structural overlay to sections of Row River and Brice Creek roads. The roads are currently 30 feet and 20 feet wide, respectively, and no further widening is being proposed. The design speed is 55mph. The project has been identified through Lane County's pavement management program for 2011, but is being deferred until 2013 for the purposes of this grant.

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

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

Anticipated time (months) to acquire all needed ROW:

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 done. No utility relocation is anticipated.

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

There has been a bridge replacement on Row River Road in 2006 for about \$1.5 million. A bridge

replacement is planned for Brice Creek Road for about \$2.0 million. These projects were or will be funded with State transportation funds.

Which of the following environmental and social issues are within the project area:	Could the proposed project affect this issue?
Wetlands (X) No () Yes	(X) No () Yes
T&E Species (X) No () Yes	(X) No () Yes
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 (X) No () Yes	(X) No () Yes

Describe any other environmental or social issues that should be considered that are within the project area:

Dorena Lake is on the downhill side of the roadway. The overlay project is anticipated to be within existing right-of-way.

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. *Pavement preservation is a budget priority for the department. The opportunity to obtain additional funds through programs such as these, allows the department to stretch preservation funds. Public response to preservation projects is generally positive. Short term inconvenience during construction can be frustrating for the public.*

Construction Cost Estimate: Fill-in estimates for appropriate items. Add items as needed.				
Quantity	Item	Unit Price	Unit	Total
	Clearing & Grubbing	\$	Acres	\$
	Roadway Excavation	\$	Cubic Yards	\$
	Imported Borrow	\$	Cubic Yards	\$
	Subexcavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$
	Asphalt concrete pavement	\$	Square Yards	\$325,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$
	Aggregate Sub-Base	\$	Cubic Yards	\$
	Major Culverts	\$	Each	
	Minor Culverts	\$	Linear Feet	\$
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$
	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$
	Bridges	\$	Square Feet	\$
	Other: <i>TP&DT, signs, flaggers</i>	\$	Each	\$40,000
	Other: <i>Erosion/Pollution Control</i>	\$	Each	\$2,000
Sub-Total				\$367,000
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$36,700
	Contingencies (25% of Sub-Total)	\$	Lump sum	\$91,750
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$ 495,450</u>

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

Lane County intends to provide labor, materials and services related to design, field, and construction engineering for this project. It will be let as a County construction contract utilizing contracted construction services.

How does the project relate to the following evaluation criteria?

1. ECONOMIC GOAL

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

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

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

- What resources would be utilized 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.

Providing safe, well-maintained roads directly relates to efficient movement of traffic. Overlays rehabilitate road surfaces and remove deficiencies, thereby reducing wear and tear on vehicles and eliminating potentially hazardous road conditions. These roads serve the southern portion of Lane County and provide routes to timber land, recreational opportunities such as Dorena Covered Bridge, County and ACOE Parks, and Fairview Peak Lookout.

- If the proposed project is implemented, what effects are expected from these changes in access and utilization? Who would be affected?

The proposal is to overlay the existing roadway. No changes to access are proposed.

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.

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

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

- How would this proposed project support new, permanent economic opportunities such as mining, timber, agriculture, or recreation? Describe the scope of these potential economic development benefits.

The proposed project would maintain very good pavement conditions for segments of Row River Road and Brice Creek Road for many years in the future providing good access to any potential future development.

- How would the proposed improvement contribute to local, regional or national benefits?
- Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?

The rural communities of Dorena and Culp Creek directly benefit from the proposed project as Row River Road is the primary access for these communities. Cottage Grove is the closest city and has an active timber industry. Timber uses have historically dominated the

employment base in this region of Lane County.

- Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway.
No. Row River and Brice Creek Road were being looked at as part of an extension of the Aufderheide Scenic By-way to Diamond Lake, but no official designation has been issued.

2. MOBILITY GOAL

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

- Identify the system transportation plan and describe the needs identified in plan. How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? Is the proposal part of a corridor plan? What are the consequences of not addressing these needs?

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

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

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

- 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?

There are roads surrounding Dorena Lake, but they converge together at the south end as Row River Road.

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

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

- Who are the users of the transportation network? What are the major traffic generators (destination or resource extraction) for this route?
Forest users, tourists and some residents use this road.
- What goods and services are transported along this segment of the network? Are there areas of poor pavement and/or traffic congestion that impede mobility? How would the proposed improvements make access easier and facilitate travel (e.g. comfort, convenience, and travel time)?

Good pavement condition contributes to good mobility. Timber extraction and tourism are the main users along these segments.

-
- How would the proposed project improve the choices for mode of travel (car, pedestrian, bike, bus, and/or rail)?

Currently there is a converted rail road bed that is adjacent to the road that is used for bicycle/pedestrian travel around the lake. Accommodation for other modes is available and is not proposed to change.

3. ENVIRONMENTAL QUALITY GOAL

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

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

There are no apparent environmental impacts. The project is constrained to the existing right-of-way and paved surface area within the existing roadway prism.

- How would the proposed project enhance the physical and biological components of the land (including water quality, habitat, aquatic organism passage, riparian and/or wetland function, wildlife connectivity, native vegetation, and noxious weed reduction)?

As a matter of course, ditches will be reestablished and existing culvert crossings will be evaluated. In general, stormwater related facilities will be in better condition after construction as maintenance crews follow Lane County's Routine Road Maintenance Best Management Practices related to those facilities.

4. PRESERVATION GOAL

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

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

Maintenance and operating costs would be held to average levels with the propose project. If deferred, pavement condition will worsen and corresponding maintenance effort will increase. Winter sanding and snow removal is currently performed on these roads.

- 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?

Annual costs are based on the entire length of the road. Annual costs for Row River Road are \$21,160/mi. and include a recent bridge replacement and chip seal on other portions of the road. For Brice Creek Road, \$12,800/mi. that includes a slide repair and spot improvements within the last 6 years.

Routine road maintenance costs excluding capital and major maintenance projects are anticipated to be stable for awhile as this project will establish a new surface for remaining untreated portions of both roads. A rough estimate of routine road maintenance costs is about \$6,000/mi. for both roads.

- Would the proposed project correct a "deficient" bridge identified by the National Bridge Inventory System or correct a "Poor" or "Fair" pavement condition identified by a pavement management system? Would the proposed project preserve a "Good" pavement condition identified by a pavement management system?

Measured defects include alligator cracking, weathering, and raveling and some distortions.

On a Pavement Condition Index (PCI) scale of 0 to 100, Row River Road is rated at 62 and Brice Creek at 70, indicating a need to provide a structural overlay. The PCI after construction would be raised to 100 within the proposed project limits.

5. SAFETY GOAL

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

- 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?

As a matter of course, when we are anticipating a major maintenance project on a specific road, we assess other safety needs that can be addressed. Activities such as brush mowing to push back encroaching vegetation, hazard tree removal, shoulder betterment, etc. are all evaluated and scheduled to prepare for 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? *No.*
- 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. *None.*
- 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 a new surface free of deficiencies and reestablished striping.

Other Remarks:

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

Other pressures on the department continue to be the rising costs of materials and operations. We have experienced 20% annual increases in our materials costs in the last couple of years. Our dollars are not buying as much as it used to.


Send four (4) copies of completed and signed project proposal along with a map identifying the proposed project location and termini to:

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

Proposals must be postmarked by July 28, 2008 to be considered.

Direct questions to:

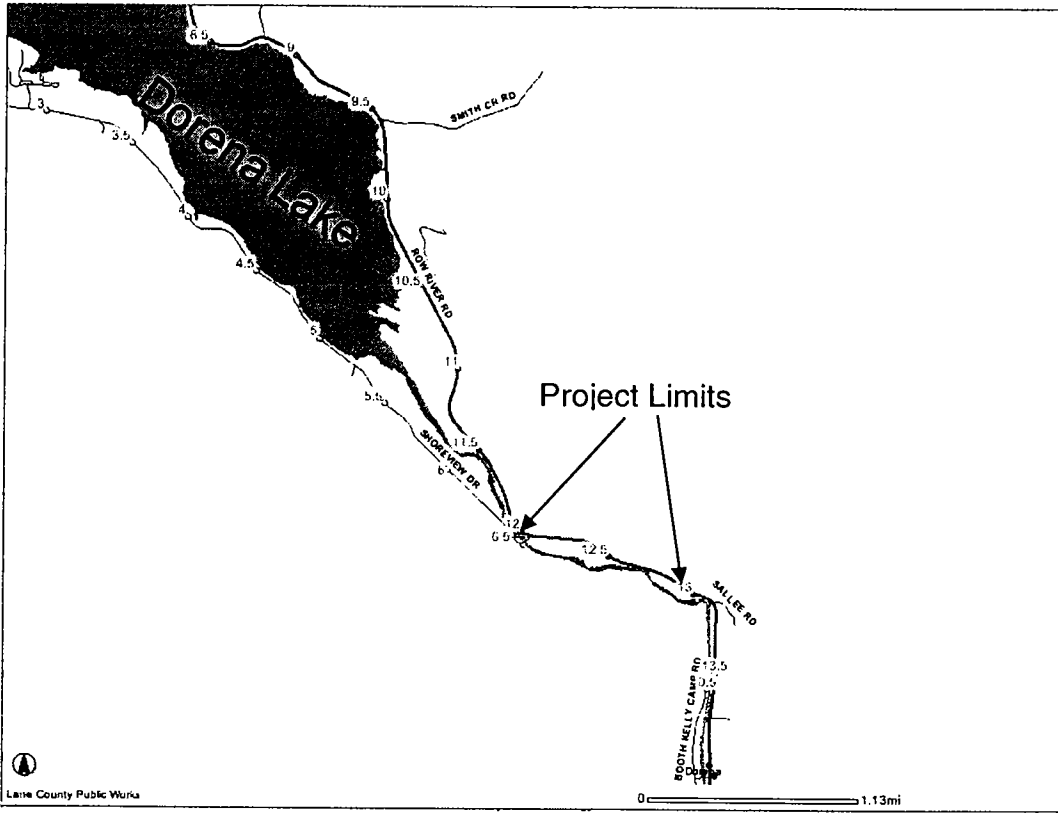
Forest Service: Becky Hutchins, Region 6 (503) 808-2393



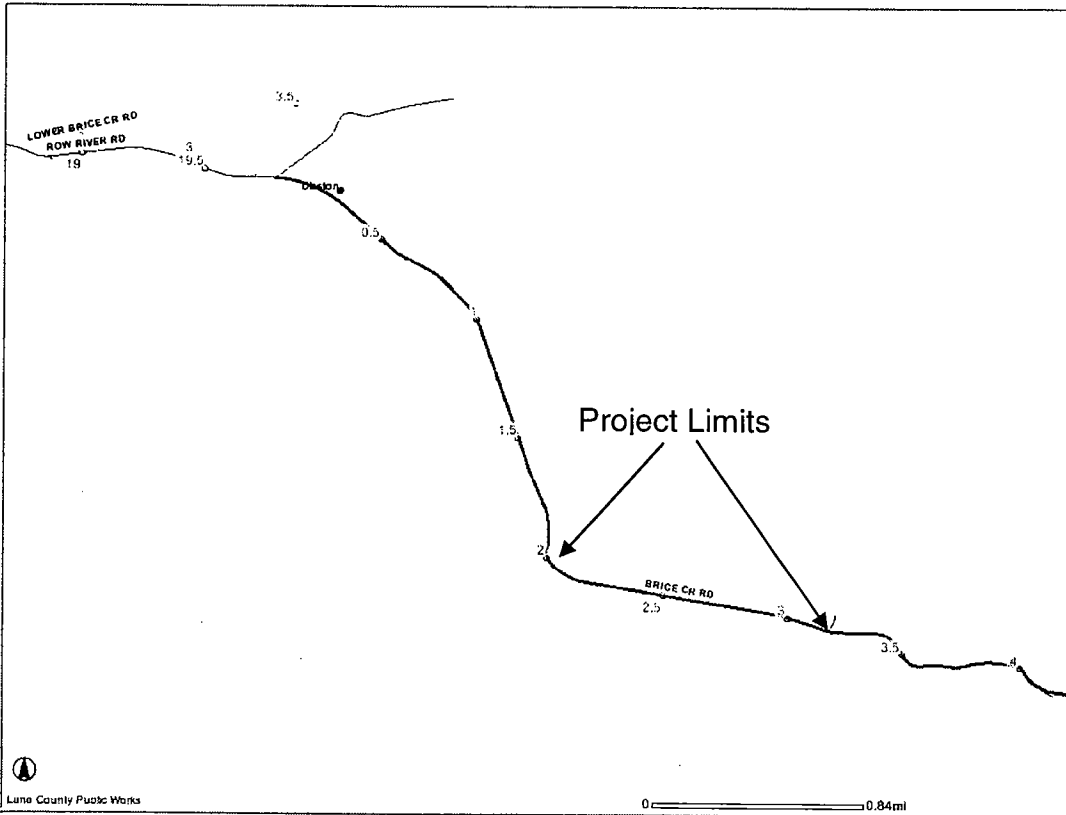
County:	Jon Oshel, AOC	(503) 585-8351
State:	Patricia Fisher, ODOT	(503) 986-3528
FHWA:	George Fekaris, WFLHD	(360) 619-7766

Vicinity Map

Row River Road



Brice Creek Road



2008 OREGON FOREST HIGHWAY PROJECT PROPOSAL

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

Forest Highway Inventory Name:		<i>Sweet Creek Road</i>	
FH Route #	<i>160</i>	Local Route #	<i>503600</i>
Project Name: <i>Sweet Creek Road, MP 1.95 – 2.15 Retaining Wall Replacement</i>			
Agency with Jurisdiction: (Consider road ownership, and operation, law enforcement. Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
Agency currently maintaining roadway: (Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
Sponsor: (Entity with authority to finance, build, acquire right-of-way, or maintain a public highway. Sponsor will assume jurisdiction and maintenance of the improved roadway. Check all that apply.) <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local Agency <input type="checkbox"/> Other:			
Project is identified within the following (Check all that apply and show plan name): <input type="checkbox"/> System Transportation Plan: <i>Road maintenance is a core transportation system program</i> <input type="checkbox"/> Land Management Plan: <i>NA</i> <input type="checkbox"/> County Comprehensive Plan: <i>Refer to County TSP</i>			
Considering the entire Forest network, this project's priority is...		Considering the entire State or County network, this project's priority is...	
<input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low		<input checked="" type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	
Functional Classification: (Show official designations of route.) <input type="checkbox"/> National Highway System <input type="checkbox"/> Arterial <input checked="" type="checkbox"/> Major Collector <input type="checkbox"/> Minor Collector <input type="checkbox"/> Local Road			
Acres of National Forest accessed by this route:		<i>30,000 +/- acres</i>	
Primary visitor destinations:		<i>Sweet Creek Trail, F.S. Road network #48</i>	
Termini (M. P.'s or landmarks)	Begin	<i>1.95</i>	Project Length (miles) <i>0.20 mi</i>
	End	<i>2.15</i>	
The lead agency for project delivery will be: <input type="checkbox"/> WFLHD <input type="checkbox"/> Forest Service <input type="checkbox"/> State <input checked="" type="checkbox"/> County <input type="checkbox"/> Local			
Project delivery services requested from WFLHD (check all that apply): <input type="checkbox"/> 30% Design and Environmental Clearance <input type="checkbox"/> Final Design <input type="checkbox"/> Construction Administration			
Project construction funds requested from Forest Highway Program: <input checked="" type="checkbox"/> Full costs <input type="checkbox"/> Partial costs, amount: \$			
Key Items of construction work (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 type="checkbox"/> Major culverts <input checked="" type="checkbox"/> Roadside safety structures <input type="checkbox"/> Bridges <input checked="" type="checkbox"/> Other: <i>Soldier Pile Retaining Wall</i>			
Estimated Total Construction Costs:		<i>\$ 2,500,000.00</i>	
Other Funding Contributions to Project:		<i>\$256,750.00</i>	From: <i>County</i>
JOINTLY SUBMITTED BY			
National Forest:		State/County/Local Sponsor: <i>Lane County</i>	
Name (print):		Name (print): <i>William F. Morgan, P.E.</i>	
Signature:		Signature:	
Title:		Title: <i>Lane County Engineer</i>	
Date:		Date: <i>July 9, 2008</i>	

E-Mail:		E-Mail:	<i>bill.morgan@co.lane.or.us</i>
Telephone:		Telephone:	<i>541-682-6900</i>

Traffic Volumes	Current		2028 Projections	Basis for projections? (e.g. Forest/County plan, population growth rate...)
	Actual Counts	Estimated		
ADT	<i>390</i>		<i>580</i>	<i>County TSP (2% yr.)</i>
SADT (peak season)				
% Trucks				
% FS generated				
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)
<i>N/A</i>				

Problem Statement: What purpose does this roadway serve? What is the need for this project? 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, structural bridge deficiencies, pavement condition, etc.

This road is a sole access, Rural Major Collector providing access to Sweet Creek Hiking Trail, Forest Service road network #48 (approx. 30,000 acres of USFS Land) and Bernhardt Creek Road. The Sweet Creek retaining wall was built in the 1970's by Lane County to provide a minimal two lane road adjacent to the Siuslaw River. This was part of a larger road upgrade at the time. Three engineering studies of the deteriorating wall have been done in the past: 1997, 2000 and most recently 2006. Failures in the wall at various locations over its length have jeopardized the integrity of the supported roadway embankment.

Pavement settlement, sunken grade and movement at the top of the wall is evident as gaps or voids can be seen behind the wall at many locations. This suggests the tie backs have failed or have come loose and/or inadequate fixity at the bottom of pile is contributing to the distress. In 2007 it was noted that sections of the wall are now leaning outward.

Deterioration over the structure's 40 year life has caused increased concern for the integrity of this retaining wall. Failure of the structure would lead to failure of the road fill and effectively isolate the area. An additional consequence of catastrophic fail would the release of road fill into the Siuslaw River.

Description of proposed work: Include roadway width, surface type, 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 solution is to remove the existing retaining wall and construct a new tied-back soldier pile wall closer to the centerline of the road. This will allow the piles to be socketed into bedrock and move the wall away from the river an average of 5 feet. The proposed design would provide 22 feet of paved surface and guardrail on the river side (currently no guardrail is in place). An opportunity will exist to improve the riverside habitat by planting trees on the 5 foot strip currently occupied by the existing wall.

90% have been prepared (paid for by Lane County).

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:

Will coordination with any railroads be needed? Yes No

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

Underground communication utilities are present. They would need to be temporarily relocated for retaining wall construction.

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

Three bridges are located on Sweet Creek Road, built in 1971, 1978 and 1988. All three have a sufficiency rating of 80+, and can handle current loading from resource hauling vehicles.

Other isolated sections of Sweet Creek Road have been repaired in the last five years.

This particular section of road cannot be repaired using County maintenance staff.

Which of the following environmental and social issues are within the project area:		Could the proposed project affect this issue?
Wetlands	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
T&E Species	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <i>(Possible)</i>
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:

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.

There has been no formal public process initiated to solicit this information. It is anticipated that the public will understand the need maintain public infrastructure and maintain access to Public forest lands. This is a sole access road to these public lands.

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

Quantity	Item	Unit Price	Unit	Total
.5	Clearing & Grubbing	\$5000.00	Acres	\$2,500.00
2700	Roadway Excavation	\$30.00	Cubic Yards	\$81,000.00
	Imported Borrow	\$	Cubic Yards	\$
	Subexcavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$
700	Asphalt concrete pavement	\$20.00	Square Yards	\$14,000.00
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
2700	Aggregate Base	\$ 40.00	Cubic Yards	\$108,000.00
	Aggregate Sub-Base	\$	Cubic Yards	\$
	Major Culverts	\$	Each	
150	Minor Culverts	\$50.00	Linear Feet	\$7,500.00
13200	Retaining walls	\$117.50	Square Feet	\$1,551,000.00
	Rip rap / Slope protection	\$	Cubic Yards	\$
.5	Revegetation	\$5,000.00	Acres	\$2,500.00
1300	Roadside safety (barriers, guardrail)	\$35.00	Linear Feet	\$45,500.00
	Bridges	\$	Square Feet	\$
	Other:	\$	Each	\$
	Other:	\$	Each	\$
Sub-Total				\$
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$188,000.00
	Contingencies (25% of Sub-Total)	\$	Lump sum	\$500,000.00
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$ 2,500,000.00</u>

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

10.27% Local Match

How does the project relate to the following evaluation criteria?

1. 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?
Sweet Creek Road is the sole access to this section of the Siuslaw Forest. This project would maintain the current level of access and utilization of this section of forest, and reduce the risk of catastrophic failure/closure of the road.
- What resources would be utilized 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 beneficial uses provided by the Forest. Primary uses of this area are recreation and resource extraction.
- If the proposed project is implemented, what effects are expected from these changes in access and utilization? Who would be affected?
The intent of this project is to prevent catastrophic failure of the retaining wall, which in turn, would limit the access to the forest. The road serves various users.

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.

- Identify the type of Forest related economic development opportunities the proposed project would support.
This project would support the continued multi-use of this section of forest; both for recreation and resource extraction.
- How would this proposed project support new, permanent economic opportunities such as mining, timber, agriculture, or recreation? Describe the scope of these potential economic development benefits.
New opportunities that this project would support are those initiated by other entities. A safe stable road is the fundamental infrastructure needed to provide access for any new opportunities.
- How would the proposed improvement contribute to local, regional or national benefits?
Investment in the Public's aging infrastructure is an emerging priority. This project would preserve the larger investment in the road and bridges along this route.
- 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 community of Mapleton is in proximity of this project. The benefits to maintaining access to the forest via Sweet Creek road would be substantial.
- Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway

and explain the anticipated economic benefit related to the byway.

The project is not located on a scenic byway.

2. MOBILITY GOAL

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

- Identify the system transportation plan and describe the needs identified in plan. How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? Is the proposal part of a corridor plan? What are the consequences of not addressing these needs?

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

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

Policy 1-c: Safety shall be the first priority in making decisions for the capital improvement program and for roadway operations, maintenance and repair.

Failure to address the need to replace this retaining wall will degrade the transportation system as a whole; cause diversion of scarce road funds to make marginal, temporary repair;, and eventually limit access to a large section of public investment (the 30,000 ac of forestland and the 10 to 12 miles of county road system beyond the retaining wall).

- 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?
Lane County has improved this section of road with new bridges, pavement widening, striping and safety features where possible. The proposed project is the last large dollar investment in a structure needed on this section of the road network.

- Is the road the sole access to the area?
This is a sole access road to this section of forest.

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

- Who are the users of the transportation network? What are the major traffic generators (destination or resource extraction) for this route?
Resource extraction and recreational trips are the major use of this section of forest served by Sweet Creek Road.
 - What goods and services are transported along this segment of the network? Are there areas of poor pavement and/or traffic congestion that impede mobility? How would the proposed improvements make access easier and facilitate travel (e.g. comfort, convenience, and travel
-

time)?

Timber is the major resource transported along this section of road. The proposed improvement would continue the level of current access to the forest. If a failure of the road occurs at the project site, it is expected that access to the 30,000 acres of forest would be greatly restricted or not be available for an extended period of time.

- How would the proposed project improve the choices for mode of travel (car, pedestrian, bike, bus, and/or rail)?

The project would provide additional space for bike and pedestrian use.

3. ENVIRONMENTAL QUALITY GOAL

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

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

The proposed project would provide space for and require streamside restoration in the 5 foot stripe currently occupied by the existing wall. Both existing and future walls are outside the ordinary high water line. An amendment to the FS land management plan is not expected.

- How would the proposed project enhance the physical and biological components of the land (including water quality, habitat, aquatic organism passage, riparian and/or wetland function, wildlife connectivity, native vegetation, and noxious weed reduction)?

The proposed project will allow for increased habitat and riparian area. The project would also include water quality treatment of road runoff. Riparian and native vegetation will be enhanced in the restoration process.

4. PRESERVATION GOAL

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

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

Winter maintenance is currently provided in this location. The proposed project would lower long-term maintenance costs for this section of road. Additionally, if the wall was to suffer a catastrophic failure, repair would exhaust County road fund reserves.

- 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 \$20,000 per mile/ per year; which is substantially higher than average for this type of county road.

- Would the proposed project correct a “deficient” bridge identified by the National Bridge Inventory System or correct a “Poor” or “Fair” pavement condition identified by a pavement management system? Would the proposed project preserve a “Good” pavement condition identified by a pavement management system?

The structure proposed to be replaced is not a bridge but does act as such in that it connects the road over an impassable section of terrain. Failure of the retaining wall would tend to have the same effect as a load restricted bridge in that larger vehicle would not be able to negotiate the marginal one-lane road that would act as temporary, emergency access.

5. SAFETY GOAL

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

- 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?

The proposed project would correct unsafe roadside hazards by installation of guardrail the length of the project; provide appropriate road width, and striping.

- Does the proposed project address potentially unsafe locations such as where forest recreation use may create traffic conflicts with local or through traffic?

No

- 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.

Lane County maintains a road maintenance information system (RMIS). There have been crashes along the length of Sweet Creek Road, but not within the proposed project limits. The proposed plan does call for safety upgrades.

- Does the project address safety for a wide range of users (freight, destination motorists, touring motorists, bicyclists, pedestrians, public transportation)?

The sunken grade areas related to the retaining wall movement present unsafe conditions. The proposed project will address safety for all users of the road.

Other Remarks:

Lane County has studied and monitored this wall since the mid-1990's. The increased rate of deterioration is a concern to the County given that traditional funding of Secure Rural Schools and Roads Act (and earlier timber harvest receipts) are no longer available to fund this retaining wall replacement.

Lane County has produced 90% plans with our own funds. If awarded this project we would be able advance the construction year.

Send four (4) copies of completed and signed project proposal along with a map identifying the proposed project location and termini to:

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

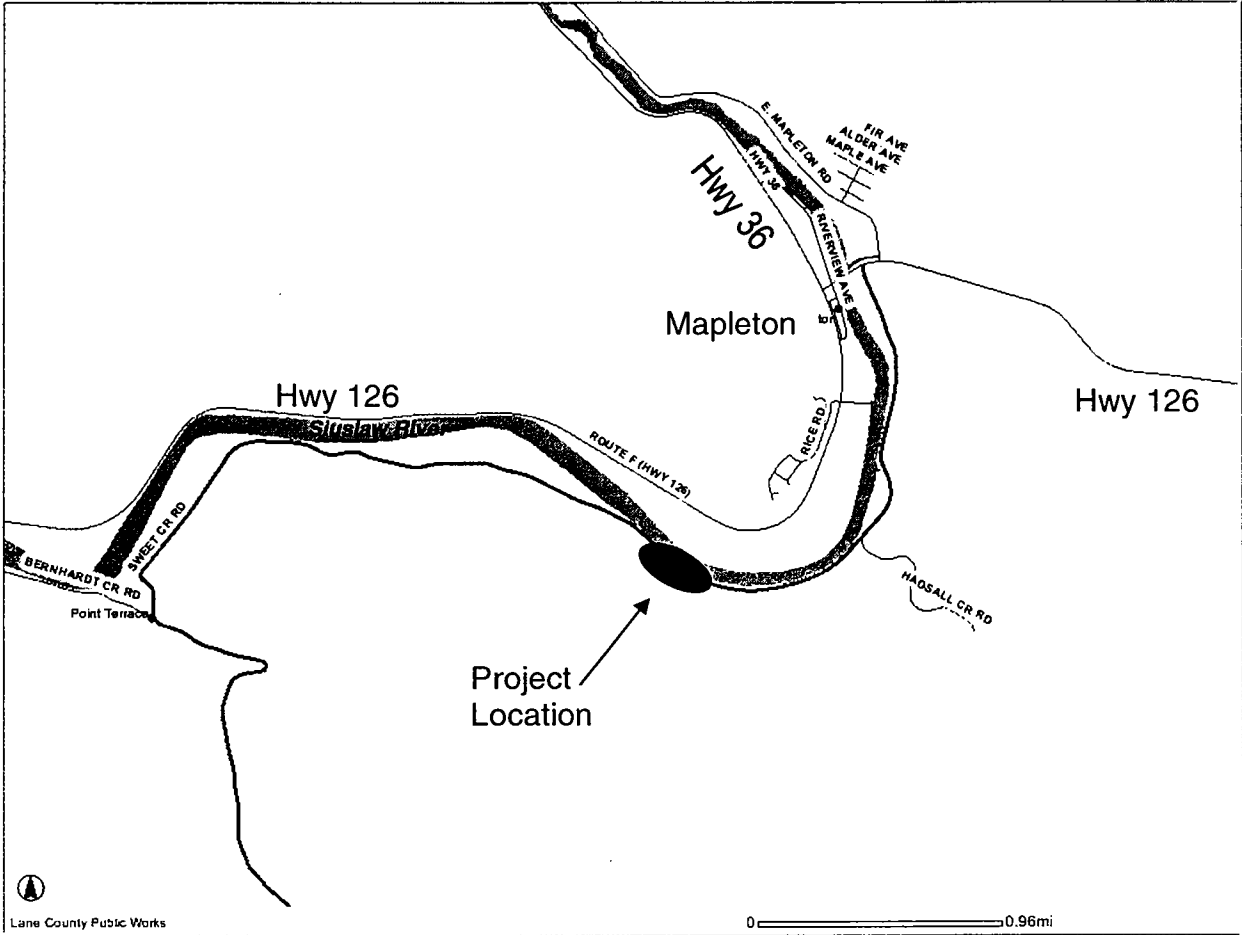
Proposals must be postmarked by July 28, 2008 to be considered.

Direct questions to:

Forest Service:	Becky Hutchins, Region 6	(503) 808-2393
County:	Jon Oshel, AOC	(503) 585-8351
State:	Patricia Fisher, ODOT	(503) 986-3528
FHWA:	George Fekaris, WFLHD	(360) 619-7766

Vicinity Map

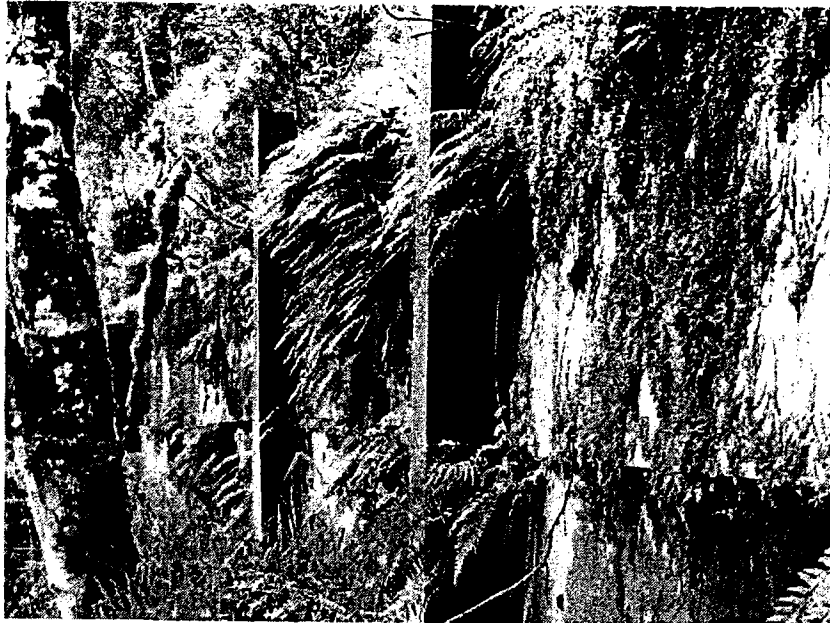
Sweet Creek Road Retaining Wall



Site Photographs

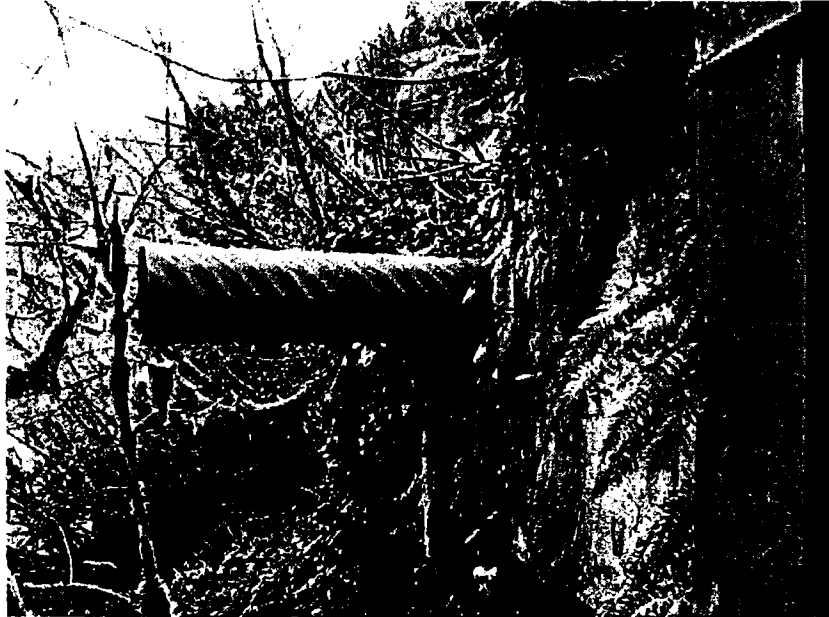


Photograph 1: Looking East along Sweet Creek Road. Beginning of exist. wall on left.



Photograph 2: Existing steel HP piles and concrete panels.

Site Photographs

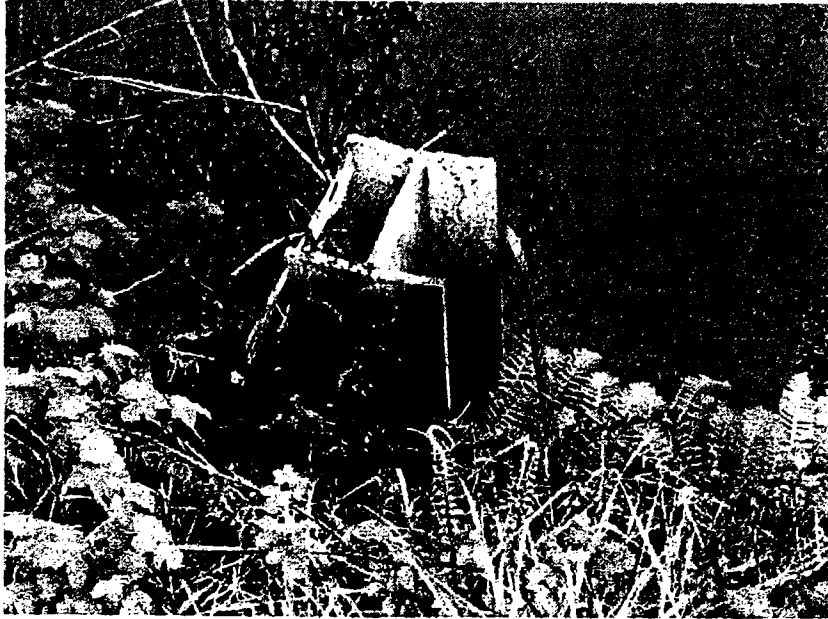


Photograph 3: Culvert pipe extending through existing wall.



Photograph 4: Looking West along existing wall. Displacement of concrete wall panel and HP pile evident.

Site Photographs



Photograph 5: Existing HP pile with cable tie back. Cable is loose, indicating detachment from anchor.



Photograph 6: North side of Sweet Creek Road showing pavement cracks from settlement of embankment.

Site Photographs

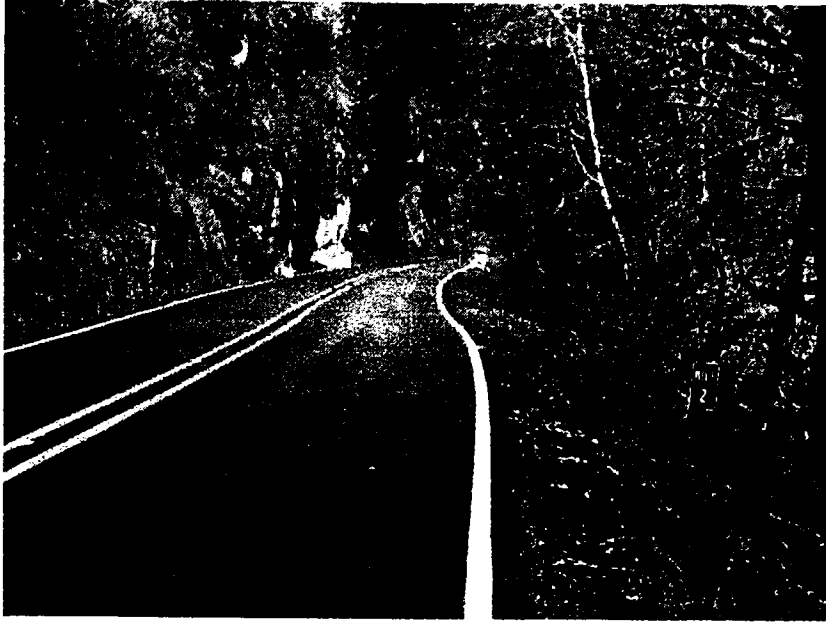


Photograph 7: Existing concrete wall panel displaced into river.



Photograph 8: North side of Sweet Creek Road towards end of existing wall. Shoulder dives steeply towards wall.

Site Photographs



Photograph 9: Looking West along Sweet Creek Road. Shoulder can be seen diving down towards the river.



Photograph 10: Looking West along Sweet Creek Road. Steep rock embankments can be seen on the left and the Siuslaw River on the right.

2008 OREGON FOREST HIGHWAY PROJECT PROPOSAL

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

Forest Highway Inventory Name: *Winberry Creek Road*

FH Route # *180* **Local Route #** *6245-00*

Project Name: *Winberry Creek Road Overlay*

Agency with Jurisdiction: (Consider road ownership, and operation, law enforcement. Check all that apply.)

Forest Service State County Local Agency Other:

Agency currently maintaining roadway: (Check all that apply.)

Forest Service State 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 County Local Agency Other:

Project is identified within the following (Check all that apply and show plan name):

System Transportation Plan: *Road maintenance is identified as a core transportation system program.*

Land Management Plan:

County Comprehensive Plan: *The TSP is a component of the Comp. Plan*

Considering the entire Forest network, this project's priority is...	<input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low	Considering the entire State or County network, this project's priority is...	<input type="checkbox"/> High <input type="checkbox"/> Med <input type="checkbox"/> Low
---	---	--	---

Functional Classification: (Show official designations of route.)

National Highway System Arterial Major Collector Minor Collector Local Road

Acres of National Forest accessed by this route: *30,000+*

Primary visitor destinations: *City of Lowell, Fall Creek Lake, County and ACOE Parks, Unity Covered Bridge*

Termini (M. P.'s or landmarks)	Begin	<i>MP 4.42</i>	Project Length (miles)	<i>1.25</i>
	End	<i>MP 5.67</i>		

The lead agency for project delivery will be:

WFLHD Forest Service State County Local

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:

Full costs Partial costs, amount: *\$185,000*

Key Items of construction work (check all that apply):

Paving Base Earthwork Major concrete structures
 Major culverts Roadside safety structures Bridges Other:

Estimated Total Construction Costs: *\$185,000*

Other Funding Contributions to Project: \$ _____ **From:** _____

JOINTLY SUBMITTED BY

National Forest: *Willamette* **State/County/Local Sponsor:** *Lane County*

Name (print): _____ **Name (print):** *Bill Morgan*

Signature: _____ **Signature:** _____

Title: _____ **Title:** *County Engineer*

Date: _____ **Date:** _____

E-Mail: _____ **E-Mail:** *Bill.Morgan@co.lane.or.us*

Telephone:	Telephone:
-------------------	-------------------

Traffic Volumes	Current		2028 Projections	Basis for projections? (e.g. Forest/County plan, population growth rate...)
	Actual Counts	Estimated		
ADT	300		446	LC TSP (2%/yr.)
SADT (peak season)				
% Trucks				
% FS generated				
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? 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, structural bridge deficiencies, pavement condition, etc.

This road serves as the primary access to the Fall Creek Reservoir and facilities as well as resource lands beyond. On a Pavement Condition Index scale of 0 to 100, Winberry Creek Road is rated at 69, indicating a need to provide a structural overlay primarily due to measured weathering and raveling defects. Consequences of not addressing this need is that the project will be deferred and will have to compete with other needs until necessary funding is available; possibly deferring until more expensive reconstruction is needed.

Description of proposed work: Include roadway width, surface type, 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 proposal is to apply a 2-inch structural overlay to Winberry Creek Road. The road is currently 20 feet wide and no further widening is being proposed. The design speed is 35mph. The project has been identified through Lane County's pavement management program for 2011, but is being deferred until 2013 for the purposes of this grant.

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:

Will coordination with any railroads be needed? Yes No

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

Locates have not been done. No utility relocation is anticipated.

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

Routine maintenance. There is no improvement planned for adjacent sections.

Which of the following environmental and social issues are within the project area:		Could the proposed project affect this issue?
Wetlands	(X) No () Yes	(X) No () Yes
T&E Species	(X) No () Yes	(X) No () Yes
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	(X) No () Yes	(X) No () Yes

Describe any other environmental or social issues that should be considered that are within the project area:

Lake Creek Lake is on the downhill side of the roadway. The overlay project is anticipated to be within existing right-of-way.

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. *Pavement preservation is a budget priority for the department. The opportunity to obtain additional funds through programs such as these, allows the department to stretch preservation funds. Public response to preservation projects is generally positive. Short term inconvenience during construction can be frustrating for the public.*

Construction Cost Estimate: Fill-in estimates for appropriate items. Add items as needed.				
Quantity	Item	Unit Price	Unit	Total
	Clearing & Grubbing	\$	Acres	\$
	Roadway Excavation	\$	Cubic Yards	\$
	Imported Borrow	\$	Cubic Yards	\$
	Subexcavation	\$	Cubic Yards	\$
	Water / Dust Abatement	\$	Gallons	\$
	Asphalt concrete pavement	\$	Square Yards	\$120,000
	Recycled Asphalt (milling, pulverizing, ripping)	\$	Square Yards	\$
	Chip Seal	\$	Square Yards	\$
	Aggregate Base	\$	Cubic Yards	\$
	Aggregate Sub-Base	\$	Cubic Yards	\$
	Major Culverts	\$	Each	
	Minor Culverts	\$	Linear Feet	\$
	Retaining walls	\$	Square Feet	\$
	Rip rap / Slope protection	\$	Cubic Yards	\$
	Revegetation	\$	Acres	\$
	Roadside safety (barriers, guardrail)	\$	Linear Feet	\$
	Bridges	\$	Square Feet	\$
	Other: <i>TP&DT, signs, flaggers</i>	\$	Each	\$15,000
	Other: <i>Erosion/Pollution Control</i>	\$	Each	\$2,000
Sub-Total				\$137,000
	Mobilization (10% of Sub-Total)	\$	Lump sum	\$13,700
	Contingencies (25% of Sub-Total)	\$	Lump sum	\$34,250
TOTAL ESTIMATED CONSTRUCTION COST				<u>\$ 184,950</u>

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

Lane County intends to provide labor, materials and services related to design, field, and construction engineering for this project. It will be let as a County construction contract utilizing contracted construction services.

How does the project relate to the following evaluation criteria?

1. ECONOMIC GOAL

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

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

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

- What resources would be utilized 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.

Providing safe, well-maintained roads directly relates to efficient movement of traffic. Overlays rehabilitate road surfaces and remove deficiencies, thereby reducing wear and tear on vehicles and eliminating potentially hazardous road conditions. These roads serve the routes to timber land, recreational opportunities such as Unity Covered Bridge, County and ACOE Parks.

- If the proposed project is implemented, what effects are expected from these changes in access and utilization? Who would be affected?

The proposal is to overlay the existing roadway. No changes to access are proposed.

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.

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

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

- How would this proposed project support new, permanent economic opportunities such as mining, timber, agriculture, or recreation? Describe the scope of these potential economic development benefits.

The proposed project would maintain very good pavement conditions for a segment of Winberry Creek Road identified for treatment for many years in the future providing good access to any potential future development.

- How would the proposed improvement contribute to local, regional or national benefits?
- Identify the community or communities economically dependent on the network, and the elements that comprise the economy (e.g. timber, tourism, etc.) How is the economy tied to the transportation network? How will the proposed project improve the transportation network and support the community's economic goals/needs or other economic plan?

The rural communities of Pengra, Fall Creek, and Unity benefit from the proposed project as well as the city of Lowell. Timber uses have historically dominated the employment base in this region of Lane County.

-
- Is the proposed project located on a designated scenic byway? If yes, identify the scenic byway and explain the anticipated economic benefit related to the byway.
No.

2. MOBILITY GOAL

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

- Identify the system transportation plan and describe the needs identified in plan. How does this proposal fit with the Forest Plan? How does the proposal fit with the county comprehensive plan? Is the proposal part of a corridor plan? What are the consequences of not addressing these needs?

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

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

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

- 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?
There are roads surrounding Fall Creek Lake providing access to recreational opportunities all around the facility. The proposed project would rehabilitate the paved surface going east from there into forest lands beyond.
- Is the road the sole access to the area?
Yes.

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

- Who are the users of the transportation network? What are the major traffic generators (destination or resource extraction) for this route?
Forest users, tourists and some residents use this road.
 - What goods and services are transported along this segment of the network? Are there areas of poor pavement and/or traffic congestion that impede mobility? How would the proposed improvements make access easier and facilitate travel (e.g. comfort, convenience, and travel time)?
Good pavement condition contributes to good mobility. Timber extraction and tourism are the main users along this road.
-

-
- How would the proposed project improve the choices for mode of travel (car, pedestrian, bike, bus, and/or rail)?
Current pavement width is 20 feet. For an overlay project, there is no anticipation of widening the paved surface.

3. ENVIRONMENTAL QUALITY GOAL

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

- Describe how the proposed project contributes to the environmental goals and objectives of the Forest Plan or other applicable land management plan. Would the proposed project require modifications or amendments to these plans?
There are no apparent environmental impacts. The project is constrained to the existing right-of-way and paved surface area within the existing roadway prism.
- How would the proposed project enhance the physical and biological components of the land (including water quality, habitat, aquatic organism passage, riparian and/or wetland function, wildlife connectivity, native vegetation, and noxious weed reduction)?
As a matter of course, ditches will be reestablished and existing culvert crossings will be evaluated. In general, stormwater related facilities will be in better condition after construction as maintenance crews follow Lane County's Routine Road Maintenance Best Management Practices related to those facilities.

4. PRESERVATION GOAL

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

- How would the proposed project affect maintenance and operating costs of the existing transportation network? Is winter maintenance currently provided?
Maintenance and operating costs would be held to average levels with the propose project. If deferred, pavement condition will worsen and corresponding maintenance effort will increase. Winter sanding and snow removal is currently performed on this 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?
Annual costs are based on the entire length of the road. Annual costs for Winberry Creek Road are \$5,750/mile.

Routine road maintenance costs excluding capital and major maintenance projects are anticipated to be stable for awhile as this project will establish a new surface for remaining untreated portions of both roads. A rough estimate of routine road maintenance costs is about \$5,000/mile.
- Would the proposed project correct a "deficient" bridge identified by the National Bridge Inventory System or correct a "Poor" or "Fair" pavement condition identified by a pavement management system? Would the proposed project preserve a "Good" pavement condition identified by a pavement management system?
Measured defects include weathering and raveling. On a Pavement Condition Index (PCI) scale of 0 to 100, Winberry Creek Road is rated at 70, indicating a need to provide a structural overlay. The PCI after construction would be raised to 100 within the proposed project limits.

5. SAFETY GOAL

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

- 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?

As a matter of course, when we are anticipating a major maintenance project on a specific road, we assess other safety needs that can be addressed. Activities such as brush mowing to push back encroaching vegetation, hazard tree removal, shoulder betterment, etc. are all evaluated and scheduled to prepare for 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? *No.*
- 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. *None.*
- 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 a new surface free of deficiencies and reestablished striping.

Other Remarks:

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

Other pressures on the department continue to be the rising costs of materials and operations. We have experienced 20% annual increases in our materials costs in the last couple of years. Our dollars are not buying as much as it used to.

Send four (4) copies of completed and signed project proposal along with a map identifying the proposed project location and termini to:

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

Proposals must be postmarked by July 28, 2008 to be considered.

Direct questions to:

Forest Service:	Becky Hutchins, Region 6	(503) 808-2393
County:	Jon Oshel, AOC	(503) 585-8351
State:	Patricia Fisher, ODOT	(503) 986-3528
FHWA:	George Fekaris, WFLHD	(360) 619-7766

Vicinity Map

Winberry Creek Road

