

**Region 1
2008-2011 Construction STIP
Preservation Project Criteria Summary Report**

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Project Selection Process

The list of preservation projects was made available to the Metropolitan Planning Organization (MPO), Northwest Area Commission on Transportation (NWACT) and public for review and comment in January-March 2006. Region 1 held four public meetings during this period and received comments on various preservation projects. Much of the comments received identified coordination and funding opportunities and were used as part of the selection process.

A Region 1 preservation team consisting of District Managers, Area Managers, Region 1 Traffic Section and staff from the Statewide Pavements Program was formed to review the PMS report. Three field visits took place to inspect, confirm and evaluate the information from the Pavement Management System report.

Due to the length of time needed to scope the projects, the preservation team assessed which projects should be considered further for scoping. A list of preservation projects to be scoped was developed based on allocated 2008-2011 STIP preservation funding targets, the lane miles goals for urban and rural areas, updated information from the field tour, estimated costs, local knowledge (public comment) and proposed treatment. The list of projects to be scoped reduced the list of candidate preservation projects to approximately 200% of available funding.

The scoping effort provided Region 1 Management staff with the information needed to select, prioritize and recommend projects to be funded. It also provided the Region an opportunity to consider additional features and elements of the preservation project and to leverage funds from other STIP Programs (Safety, Operations, Bridge). The scoping effort included developing the scopes of work, refining cost estimates, identifying other elements and features to be included with the project and project schedules.

The list of recommended preservation projects will be shared with the MPO, NW ACT and the public this fall through a series of public meetings in Region 1.

Project Eligibility

Projects identified through the Pavement Management System: Region 1 received the 2008-2011 STIP candidate list of preservation projects identified by the ODOT Pavement Management System (PMS) in November 2005. The report was separated into low, moderate and high cost projects to aid in selecting a suitable blend of projects. For each section, a rough estimate of the pavement treatment and cost was provided. The PMS report provided extensive technical data including mile points, cost per lane mile, pavement age, pavement condition, traffic volumes and treatment. The PMS report provided the basis for Region 1 to identify,

prioritize and select pavement preservation projects. The candidate list was approximately 330% of available funding. A summary list of projects was prepared providing project name, mile points, number of lane miles and cost estimates for public review.

Project Prioritization

Project readiness: All projects are expected to begin construction within the timeframe of their programmed year. Project scoping provided a good assessment of potential issues (environmental, access management, land use, right of way and coordination) that will be addressed as part of the normal project development process.

Support of OHP policies: Oregon Highway Plan policies that are furthered by construction of the preservation projects in Region 1 are:

- Policy 1B Land Use and Transportation: an effort will be made to enhance preservation projects in urban areas with pedestrian improvements through the use of SWIP funds and the Region 1 “Pedestrian and Bicycle enhancements for Pres. Projects” funds.
- Policy 1C State Highway Freight System: several of the projects are on the State freight system, including those on I-5, I-84, US 26 east and west, and OR 99E. Maintaining adequate pavement on these segments will help freight mobility.
- Policy 2F Traffic Safety: Each preservation project was scoped to include features and elements that would address improve safety.

The preservation projects recommended for inclusion in the 2008-2011 STIP for Region 1 support ODOT’s pavement strategy of keeping the highways in the best condition at the lowest lifecycle cost based on available funding. Meeting the urban and rural lane mile goals contributes to maintaining the statewide condition rating at 78% fair or better rating.

Leverage of other funds and benefits: During the project scoping phase, each preservation project was evaluated and analyzed for opportunities to leverage funds from local jurisdictions or other STIP Programs (Safety, Operations, Bike/Ped, Bridge). Public comments also provided Region 1 with information to better coordinate timing and funding of the proposed preservation projects. As part of the STIP Development process and MPO TIP Development process, Region 1 will continue to engage cities, counties and the MPO to leverage funding.

There is also \$1,000,000 recommended for the 2008-2011 STIP that will be used to supplement programmed preservation projects to add pedestrian and bicycle facilities consistent with local Transportation System Plans, the Metro Regional Transportation Plan, and any adopted streetscape or corridor plans for the facility. Improvements may consist of sidewalks, bike lanes, pedestrian islands, pedestrian crossing improvements, curb extensions, bus stop amenities, accessible curb ramps, etc. ODOT has worked and will continue to work with Metro and local jurisdictions to identify needed improvements to supplement preservation projects.

These supplemental projects support policies of the OHP and Metro RTP. These projects are consistent with OHP Policy 1G.1 by making minor improvements to the highway system that provide better access for bicycles and pedestrians, and with OHP Policy 1B Land Use and Transportation by focusing supplementary pedestrian and bicycle improvements in urban areas and in mixed-use centers. The projects support RTP Policy 16 “Provide a continuous regional

network of safe and continuous bikeways connected to other transportation modes and local bikeway systems, consistent with regional street design guidelines,” RTP Policy 17.0 “Objective a: work with local, regional, and state jurisdictions to complete pedestrian facilities needed to provide safe, direct, and convenient pedestrian access,” and Policy 17.2 “Provide direct pedestrian access, appropriate to existing and planned land uses, street design classification, and public transportation, as part of all transportation projects.” The funds will be used to provide pedestrian and bicycle facilities consistent with the bicycle and pedestrian system classifications and street design classifications of specific roadway segments in the RTP and local TSP’s.

Conditions of Approval and Other Relevant Information: None