

ATTACHMENT 1
Coburg Loop Path Funding Allocation Request



**COBURG CITY COUNCIL
ACTION/ISSUE ITEM**

TOPIC: Coburg Loop Path & Coburg Industrial Way Projects

Meeting Date: June 13, 2023
Staff Contact: Brian Harmon, Public Works Director
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REQUESTED COUNCIL ACTION

Staff direction on Loop Path and Industrial Way Projects

POLICIES OR CITY COUNCIL GOAL(S) ADDRESSED

- City Council Goal #1: Livability, Health, and Vitality
 - City Council Goal #2: Utilities and Infrastructure Capacity
 - City Council Goal #4: Responsible Fiscal Stewardship
 - City Council Goal #5: Strategic Planning
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BACKGROUND

The City of Coburg has submitted applications to the Central Lane MPO for discretionary Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), Congestion Mitigation & Air Quality Improvement (CMAQ), Highway Infrastructure Program (HIP), and Carbon Reduction Program (CRP) funding. The City was awarded funding that provided additional funding for the Coburg Loop Path (Serenity Lane to Trails End Park) which was over budget, as well as funding for preservation for Coburg Industrial Way.

Coburg Loop Path –Industrial

The original award for the Coburg Loop Path project was \$628,000 which included a 10.27 City match of \$64,495. The City had a land donation in the amount of \$47,500 leaving the City cash portion to be approximately \$16,996. The requirement of the City was that if the project went over in costs, the City would be responsible for the difference. The City of Eugene became the Certified Agency for this project and the design and engineering work began. At the time that the project hit about 60% completion, the City was made aware that the funding for the project was not enough to complete it due to the increase in the costs of projects and it was recommended that the City seek additional funding. The City did seek additional funding and was awarded an additional \$226,028 was awarded for the project.

Coburg Industrial Pavement Preservation

At the same time that the City applied for additional funding for the preservation of Coburg Industrial Way and was awarded. The total cost of the project was \$545,939 for which the City would need to cover 10.27% or \$56,068. The City of Eugene did step up to be the Certified Agency on the project, and the project was combined with the Coburg Loop project as it was on the same street and it made sense for both projects to take place at the same time.

Project Costs Increase

Shortly after the City was awarded additional funding we were notified that the project was again over budget, and an additional \$303,413 was needed to complete the two projects due to the increase in the costs of construction.

Staff met with the City of Eugene and ODOT to discuss options for the project. If the City were to abandon the Coburg Loop Path entirely, we would lose the match from the land donation. However, if we were to move forward with the original design, the costs would far exceed the funds that the City were initially responsible for.

Alternatives Discussed

It was suggested that the City move forward with the Path Project and consider dropping the preservation of the pavement on Coburg Industrial North. City staff felt that if we were to choose one project over the other, the pavement preservation might be the most important project completed due to the cost of deferral and reconstruction of a road that is used by heavy trucks.

The City staff suggested that perhaps we could step down the construction of the path by creating a path painted two-way bike lane separated from Coburg Industrial Way, rather than building a paved path in the right-of-way. We asked that an estimate be provided for this kind of a change to the project as a whole. The change in project resulted in a projected cost of approximately \$90,000 less than what is available for the total of both projects. Council is reminded that this is an estimate only in a fast moving construction environment, and may not reflect the final cost of the project.

ALTERNATIVE OPTIONS

The following are options that the staff has identified as choices the Council may consider:

1. Go forward with both projects as initially designed. This will require the full project being put on hold. We would wait for the next funding cycle and request more funding for the project. The next funding cycle would be the 2027-30 funding cycle. The earliest that the project could be constructed would be late 2027. The draw back to this is we are deferring pavement maintenance on a heavily used road. Additionally, some of the analysis done for the original path project will most likely be outdated and the cost would increase because they analysis would need to be redone.
2. Move forward to focus on the pavement preservation project with a bike/ped option

painted onto the pavement. However, if not utilizing any part of the donated land as part of the project, the City will forfeit the donation and match.

3. Move forward to complete both projects with the path leaving the road and connecting to the existing path on the donated land, and then jumping back on to the road on the north end with a two-lane bike path painted onto the road on one side of the street. This could include a separation hump from the lane of traffic for increased safety. While at this time, this would be feasible, if the project goes over budget, the City will be responsible for the costs outside of the secured funding.

BUDGET

If moving forward with option 2 or 3, the construction would be included in the 2024/2025 fiscal year budget.

If option one is desired, the City would need to put the project on hold, and it would be budgeted in fiscal year 2027 at the earliest with the secured funding.

NEXT STEPS

Council direction to staff will help the staff work with our regional partners to schedule design and construction of the project

ATTACHMENTS

- A. Project Description Pages
- B. Full Project Budgets for full project, and reduced project

REVIEWED BY:

Anne Heath, City Administrator

Coburg Loop Path, Phase 4 on N. Industrial Way (City of Coburg)

Project Visual:

See also attached 60% engineered drawing.



Project Description:

This application is for additional funds for a previously funded project to design and construct the fourth segment of the Coburg Loop Path. The project proposes a 10" wide hard-surface multi use path extending from easterly end of the existing bike/ped path from Sarah Lane to the end of N. Industrial Way, creating a connection to Phase 3 of the Coburg Loop Path. This segment will also connect to existing bicycle and pedestrian facilities which begin at Pearl Street and travels north to Sarah Lane Path entrance. The project moved forward to the 60% design phase. Due to the increase in costs of the project, the current funding does not cover the costs of completing the project and additional funding is needed for completion of Phase 4.

Exhibit A – Project Location Map
Coburg Loop – N. Coburg Industrial Way



City of Coburg Paving Preservation North Industrial (Coburg)

Project Visual:



Project Description:

North Coburg Industrial Way serves as a vital link for many regional needs. The street accesses several service and industrial businesses that serve the entire region. This project is meant to preserve the paving that is in place and enhance spot locations from further break down.

The roadway is deteriorating in some locations more than others and with the type and amount of traffic the street facilitates, the roadway continues to deteriorate. This project is meant to preserve the pavement structure that is in place and repair locations that are further deteriorated from the rest of the roadway.

The project begins about 750 feet north of the intersection of Pearl Street and North Coburg Industrial Way, where North Coburg Industrial Way comes into City of Coburg authority, and continues to its northern terminus, at Trail's End Park, almost ¾ of a mile long.

A majority of the project will be "mill and fill", with a few locations that will be treated with dig outs. The prescribed treatment will be to mill off the top 2 inches of existing asphalt pavement and filling it back with new asphalt pavement for the full width and length of the roadway. Along with a few select locations where the roadway has detreated past the pavement structure into the base rock, these locations will be treated by dig out the damaged pavement and base rock to the subgrade and replace the full pavement structure with new base rock and asphalt pavement.

The project will also include new striping for bike lanes, which have not previously been striped before. This new striping will connect the bike lanes at the intersection of Pearl and North Coburg Industrial way to the north end of North Coburg Industrial Way to businesses, providing employees, residents and customers safer access without relying on motor vehicles. The connection will also extend to the Trail's End Park.