

W. S. B. 2.

Memorandum Date: 10/23/2006  
Order Date: 11/1/2006

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**TO:** Board of County Commissioners

**DEPARTMENT:** Public Works

**PRESENTED BY:** Mike Russell, Assistant Maintenance Planner

**AGENDA ITEM TITLE:** ORDER/IN THE MATTER OF RATIFYING AN APPLICATION SUBMITTED BY PUBLIC WORKS FOR GRANT FUNDING UNDER THE NATIONAL HISTORIC BRIDGE PRESERVATION PROGRAM FOR PARVIN COVERED BRIDGE AND DELEGATING CONTRACT SIGNATURE AUTHORITY TO THE COUNTY ADMINISTRATOR IN THE EVENT OF A SUCCESSFUL APPLICATION.

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**I. MOTION**

Move approval of Board Order ratifying an application submitted by Public Works for grant funds under the National Historic Covered Bridge Preservation (NHCBP) Program and authorizing the County Administrator to sign the contract in the event of a successful application.

**II. AGENDA ITEM SUMMARY**

Due to short timelines, the Department is asking the Board to review the application that has already been submitted to ODOT for inclusion in the state submittal of projects under the NHCBP Program.

Lane County reviewed current covered bridge needs and submitted one application for Parvin Covered Bridge. The focus of the proposed rehabilitation effort for Parvin Covered Bridge will be on replacing floor beams, corbels, stringers, portions of truss members, timber decking and roofing, cross-bracing, siding, wrap-arounds and nailers.

The total project cost is estimated to be nearly \$820,000. Federal funds requested amount to \$733,700 or 89.73% of the total project cost. The remaining amount of \$83,978 will be paid for out of the Road Fund.

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

forthcoming.

### III. **BACKGROUND/IMPLICATIONS OF ACTION**

#### A. **Board Action and Other History**

In the past the Board has expressed the desire to seek grant opportunities to help defray the costs of maintaining covered bridges.

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

Through adoption of the Lane County Transportation System Plan, the Board has established that maintenance of the road system is a core priority for the use of the Road Fund and Department resources. Any additional revenue that can be generated from grant opportunities frees up the Road Fund for other projects.

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

The following is excerpted from the Lane County Strategic Plan as it relates to this agenda item.

#### ***“Lane County Strategic Plan 2001-2005***

#### ***Core Strategies***

#### ***D. Revenue Development***

##### **D4: Pursue intergovernmental revenue and private donations**

b. Lane County may consider retaining a resource developer to pursue state, federal, and private grants and private donations and to develop a list of priority service areas where such funding will be sought. Individual departments may continue to seek grants using current resources. “

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

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

#### E. **Analysis**

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

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

For this program the match requirement is 10.27% of the total project cost. This amount will come from the Road Fund.

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

The project will be competitively bid as a capital improvement project and require the Road Fund to cover a portion of the match as well as any overages that may include expenditures for Material and Services. The project will be administered by ODOT.

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

Yes. This will be covered under a reimbursement agreement where the Road Fund will be used to reimburse the State for project costs according to the match split (89.73/10.27).

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

Grant funds will cover this activity in proportion to the match split (89.73/10.27).

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

The grant is a one-time, project specific allocation that will need to be completed within the agreed to timeline. There is no expectation that there will be continued funding.

**6. What accounting, auditing and evaluation obligations are imposed by the grant conditions?**

A final report is required under the grant conditions. The report will include a description of the work completed, financial summary, photo documentation and any historical information about the structure.

**7. How will the department cover the accounting, auditing and evaluation obligations? How are the costs for these obligations covered, regardless whether they are in the department submitting the grant or a support service department? Does the department acknowledge that the county will need to cover these costs and it is an appropriate cost incurred by support service departments?**

These activities will be managed by Public Works staff utilizing, among other tools, the cost accounting system, Field Engineering staff and Road

Maintenance staff. Costs associated with these activities will be covered by the grant according to the match split (89.73/10.27).

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

No.

**9. Are there unique or unusual conditions that trigger additional county work effort, or liability, i.e., maintenance of effort requirements or supplanting prohibitions or indemnity obligations?**

We have not received a grant from this program before and have not seen what the intergovernmental agreement language is yet, but in dealing with ODOT on other programs we have worked out language for these subjects that has been acceptable to both parties. We anticipate the same to be true for this grant.

**10. Grants involving technology issues require Information Services department review and approval prior to submission to the Board to ensure compatibility with existing county systems and development tools.**

This is not an IS related project.

**11. Information Services department sign-off is required for all agenda items requesting funding for new or enhanced computer applications/systems that will interface with existing county systems/infrastructure.**

This is not an IS related project.

**12. If this is a grant funded computer/software applications project,  
a. Who is the project sponsor? Who will assume responsibility for the new system after it is developed? Not Applicable**

**b. Who will actually develop the new system/application? Not Applicable**

**c. What will happen to the software application/system after the grant funding has ended? Not Applicable**

**d. Who will pay for ongoing maintenance and staff costs, if any? Not Applicable**

**f. Alternatives/Options**

The Board's options are to approve the motion stated above, to deny the motion, or to take some other course of action.

## **V. TIMING/IMPLEMENTATION**

Upon award of grant, which should be known before December 2006, an interagency agreement will be forthcoming from ODOT. Typically, these types of projects will be handled by ODOT for all activities related to design and construction. It is anticipated that project construction will commence in 2008.

## **VI. RECOMMENDATION**

Staff is recommending that the Board approve the motion.

## **VII. FOLLOW-UP**

At this point we are awaiting the results of the project selection process to determine if the proposed project application was successful. If awarded, staff will coordinate with ODOT to implement the project and establish the agreement to complete the project.

## **VII. ATTACHMENTS**

- Board Order

- 2006 National Covered Bridge Preservation Program Grant Application for Parvin Covered Bridge

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON

ORDER NO. ) ORDER/IN THE MATTER OF RATIFYING AN  
) APPLICATION SUBMITTED BY PUBLIC WORKS FOR  
) GRANT FUNDING UNDER THE NATIONAL HISTORIC  
) BRIDGE PRESERVATION PROGRAM FOR PARVIN  
) COVERED BRIDGE AND DELEGATING CONTRACT  
) SIGNATURE AUTHORITY TO THE COUNTY  
) ADMINISTRATOR IN THE EVENT OF A SUCCESSFUL  
) APPLICATION.

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

**WHEREAS**, the Board supports the application prepared by Public Works for the 2006 National Historic Covered Bridge Preservation Program for Parvin Covered Bridge,

**NOW THEREFORE, BE IT**

**ORDERED**, that the application submitted by Public Works for Parvin Covered Bridge is hereby ratified, **and**

**ORDERED**, that upon award of a grant, the Board delegates authority to the County Administrator to sign and execute an intergovernmental agreement/contract consistent with this Order.

DATED this \_\_\_\_\_ day of \_\_\_\_\_ 2006.

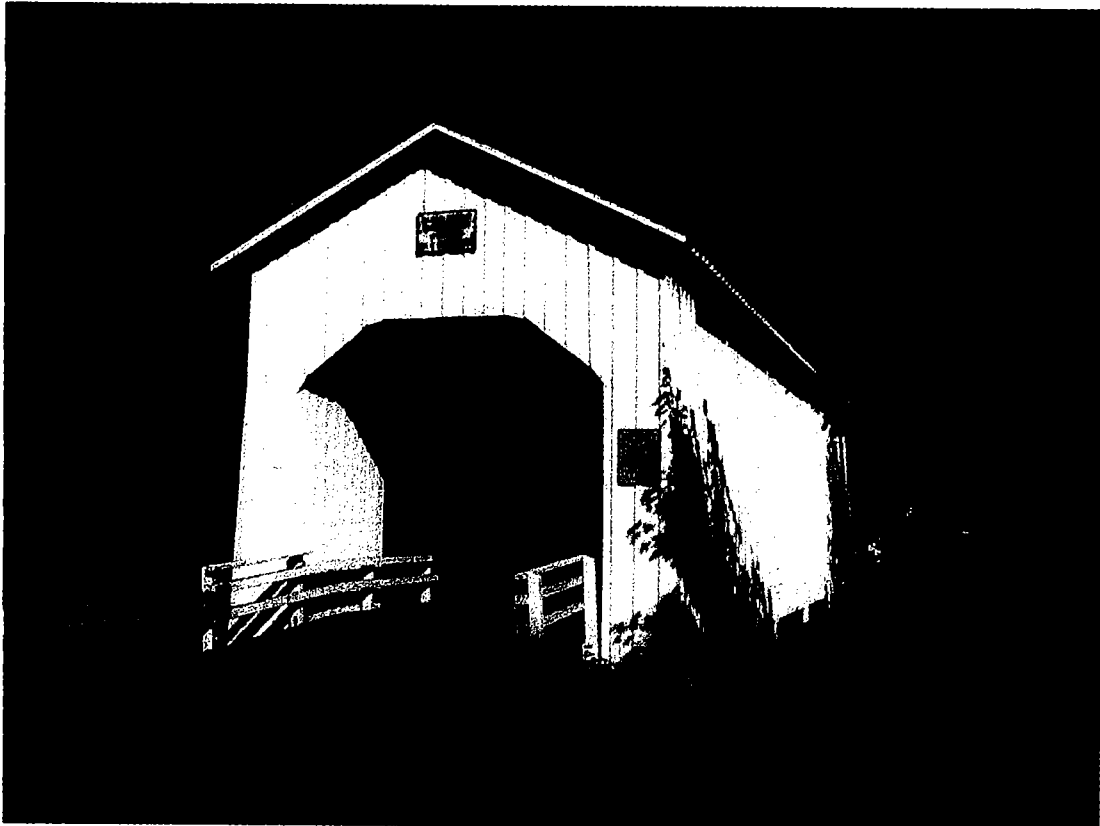
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Bill Dwyer, Chair  
Lane County Board of Commissioners

10-23-06  
*[Handwritten signatures]*

2006  
**National Historic Covered Bridge Preservation  
Program Grant Application**

STATE: Oregon  
BRIDGE: Parvin Covered Bridge  
OWNER: Lane County  
STATE RANKING:



## APPLICATION

### National Historic Covered Bridge Preservation Program

State Oregon

Project type (preservation, rehabilitation, or restoration) Rehabilitation

NBI structure number #39C643 Bridge Name Parvin Covered Bridge

Location (e.g., county, city, route) Lane County, Lost Valley Lane, over Lost Creek

Congressional District/Representative US Congressional District #4

Year Built 1921 Is the structure on the National Register of Historic Places? Yes

Is the structure eligible for listing on the National Register of Historic Places? Yes

Structure description (e.g., # of spans, length, width, design type, description of decking, beams/stringers, sides & roof, wood species, wood preservation system in use, historical significance, builder, type of traffic on bridge.) (In addition to a narrative, should submit set of plans.) What are the qualities that qualify the bridge for the National Register?

**The Parvin Covered Bridge is a Howe Truss constructed in 1921 with a span of 75 feet. Named for a pioneer family. This bridge is in daily use by approximately 300 vehicles per day.**

Previous repair work (description, year, etc.)

**Restoration work performed in 1986. Work included replacing timber decking and approach spans, exterior truss stringers and damaged interior truss stringers, rebuilding portal wrap around siding, replacing damaged exterior siding, replacing roof shingles, fumigation and painting. Regular maintenance activities include fumigation, painting, replacing roofing material, replacing decking, repairing damage as able, and pressure washing the structure.**

This project provides for preservation, rehabilitation, or restoration of a covered bridge. The terms are as defined in the Secretary of the Interior's Standards for the Treatment of Historic Properties which were developed to help protect the nation's irreplaceable cultural resources by promoting consistent preservation practices. The restored structure should be functional and cater to today's traffic. However, at the same time construction and restoration work has to complement the original architecture. Provide a description of proposed work including fire protection system, and arson prevention system to be used. (Note: Fire Retardant Treatments affect the properties of wood and are also not recommended by AASHTO or the Industry).

**The focus of the proposed rehabilitation effort for Parvin Covered Bridge will be on maintaining the bridge's historic integrity and the distinctive features found in Lane County covered bridges while rehabilitating the structure to enable it to support legal traffic loads.**



**Douglas Fir, the original construction material, is still widely available and will be used throughout (except in the roof), so historic authenticity will not be compromised.**

**No fire protection or arson prevention system is proposed. In its rural setting, Parvin Covered Bridge does not have a pressurized water source for a sprinkler system.**

**All proposed rehabilitation measures will be submitted to SHPO in compliance with the National Historic Preservation Act of 1966, Section 106 for review under criteria and procedures outlined in 36 CFR Part 800.**

Proposed work includes the following:

**New floor beams, corbels, stringers, portions of truss members, timber decking and roofing, cross bracing, siding, wrap-arounds, and nailers.**

**Lost Creek experiences high water drift during winter flooding which has resulted in damage to the house siding and tension rods. The project design team will need to consider raising the bridge about one (1) foot to avoid future drift from hitting the bridge. The approach spans need to maintain the same profile slope and the roadway approaches beyond the bridge approaches will need to meet ADA slope requirements for pedestrian access.**

All wood used for outdoor applications must be properly treated with wood preservatives. Describe the preservative system proposed, and the standards to be followed.

**Replacement members will be treated as follows:**

**To minimize adverse impacts to the environment, all treatment will comply with "Best Management Practices (BMPs) for the Use of Treated Wood in Aquatic Environments" and all treated wood shall bear an approved American Lumber Standards Committee (ALSC) quality mark certifying that the treatment conforms to the appropriate AWWA Standards.**

**Floor beams, truss chord members, stringers, pier posts, cross beams, bracing and other structural members not in contact with the public will be pressure treated with Pentachlorophenol (Penta) to a minimum net retention of 0.4 lbs/cu. ft.**

**All remaining timber and lumber will be pressure treated with Ammonical Copper Zinc Arsenate (ACZA) to a minimum net retention of 0.25 lbs/cu. ft.**

**The bridge rail will be pressure treated with Chromated Copper Arsenate (CCA) to a minimum net retention of 0.25 lbs/cu. ft. and also be painted white after air-drying. Field cuts will be treated with Copper Naphthenate, minimum 2% copper solution.**

**Wood siding, battens, portal wrap-arounds, and trim will not be treated, but will be painted white with one primer coat and two top coats.**

Does the State have a historic bridge inventory/management plan accepted by the State Historic Preservation Officer (SHPO)? A programmatic agreement for historic bridges with the SHPO, FHWA and the ACHP may substitute.

**Oregon does have a historic bridge inventory. ODOT is in the process of developing a historic bridge management plan, which is currently in draft form. In addition, ODOT has a Programmatic Agreement with SHPO, FHWA, and ACHP that addresses historic bridges and applies to this federal program.**

State if the SHPO has certified that preservation of the bridge is warranted in accordance with the SHPO's State-wide historic preservation plan; how it benefits state-wide preservation efforts; how it enhances cultural tourism or enhances the history/economic development of the community; and other benefits of successful completion of this project.

**Oregon's SHPO has indicated that preservation of Oregon's covered bridges is essential to protecting the state's transportation heritage. A 1989-90 legislative study on Oregon's covered bridges identified the significance of these structures as tourism destinations, in addition to their importance to local tourism-related businesses and Oregon's cultural heritage.**

**In the case of Parvin Covered Bridge, it is an in-service bridge that carries approximately 300 vehicles a day. It is also along Cottage Grove's Covered Bridge Tour Route that is signed and advertised around Lane County. Preservation of this structure will ensure that it stays on the route as an in-service bridge.**

Has the work plan been reviewed by the SHPO or Local Certified Government and meet the goals of the State Historic Preservation Plan, the Department of Interior (DOI/NPS) standards for rehabilitation and standards/guidelines developed by FHWA for this program?

**SHPO will participate in reviewing the applications to ensure that the project will conform with the Oregon Statewide Historic Preservation Plan. Applicants will need to describe how the project will enhance cultural tourism or the history of the community as well as other benefits to the community or the covered bridge population.**

Does the State or local government plan to support the project with funds or other resources? (e.g. donated materials or labor) Indicate amount.

**Yes. Lane County will furnish matching funds equal to 10.27% of the project cost. The match contribution is estimated to be \$84,000.**

Describe the current load carrying capacity of the bridge, and the load carrying capacity of the bridge once work is completed. Will the repaired structure carry State's legal load?

**The latest bridge inspections have found the bridge to be structurally deficient with ratings of 2 (intolerable requiring high priority of replacement) in the lower truss members due to insect holes and rot pockets and show checking/splitting and other weather related wears.**

**There is also damaged siding due to high debris flow during the 2005-06 winter storms. As a result of these findings, the bridge should receive a new load rating to determine if the current 10 ton posting be lowered. The current sufficiency rating is 17.4.**

**The intent of the proposed project is to enable it to support legal traffic loads.**

When the project is complete, will the bridge meet the current State or AASHTO standards for the roadway classification that it carries? Explain.

**No. Lost Valley Lane is classified as a rural local road. Assuming a design speed of 30 mph and a design volume of less than 400 vpd, AASHTO standards call for a minimum roadway width of 18 feet. The bridge roadway width, in-to-in of bridge rail is 13 feet.**

If any innovative techniques are used for the repair work, performance of these may need to be evaluated, generally for 2 years after completion. State if this work involves any new techniques or process.

**No new or innovative techniques are proposed.**

The FHWA desires to have a publishable report which includes the history of the bridge, both original and new construction techniques, an accurate documentation of the restoration work, cost information, etc. In addition, provide a name of the responsible person in charge of the project final report.

Plan for documentation of the Bridge and Work Performed:

**Historical information regarding Parvin Covered Bridge will be researched through various sources including, but not limited to, Eugene Public Library, Oregon Covered Bridge Society, and Lane County Public Works archives.**

**Photo and diary documentation will be taken as a matter of course during the construction contract daily inspections. Financial reporting can be captured by the Department's cost accounting system that tracks Labor, Equipment and Materials costs. A break-out of contract costs can be reported through the successful contractor's regular invoices.**

**Upon completion of the project all relevant information will be consolidated and referenced for the final report.**

**The report will be managed by Mike Russell, Assistant Maintenance Planner**

Schedule for start of work (month/year)

**June 2008, with in-water work for Lost Creek limited to July 1 – October 15**

Schedule for completion of work (month/year)

**November 2008**

**Cost Estimates:**

	<b>A</b> FHWA Funds Requested (89.73%)	<b>B</b> Other Sources (10.27%)	<b>A+B</b>
Preliminary Engineering cost, if requested	<u>\$117,995</u>	<u>\$13,505</u>	<u>\$131,500</u>
Substructure cost, if any	_____	_____	<u>NA</u>
Restoration cost of Superstructure	<u>\$394,812</u>	<u>\$45,188</u>	<u>\$440,000</u>
Cost of innovative portion performance evaluation	_____	_____	<u>NA</u>
Cost for preparation of the final project report	<u>\$1,077</u>	<u>\$123</u>	<u>\$1,200</u>
Other costs (define)			
- Right-of-Way	<u>\$44,865</u>	<u>\$5,135</u>	<u>\$50,000</u>
- Contingency (25%)	<u>\$98,703</u>	<u>\$11,297</u>	<u>\$110,000</u>
- Const Eng. (15%)	<u>\$76,270</u>	<u>\$8,730</u>	<u>\$85,000</u>
<b>Total cost of project</b>	<u><b>\$733,722</b></u>	<u><b>\$83,978</b></u>	<u><b>\$817,700</b></u>

**State Department of Transportation Contact Person**

Name	<u>Ted Keasey</u>	<u>Chris Leedham, PE</u>
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e-mail:	<u>ted.w.keasey@odot.state.or.us</u>	<u>christopher.r.leedham@odot.state.or.us</u>

**Local Agency Contact Person (if applicable):**

Name	<u>Michael Russell</u>
Title	<u>Assistant Maintenance Planner</u>
Agency	<u>Lane County Public Works</u>
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Fax:	<u>(541) 682-8554</u>
e-mail:	<u>mike.russell@co.lane.or.us</u>

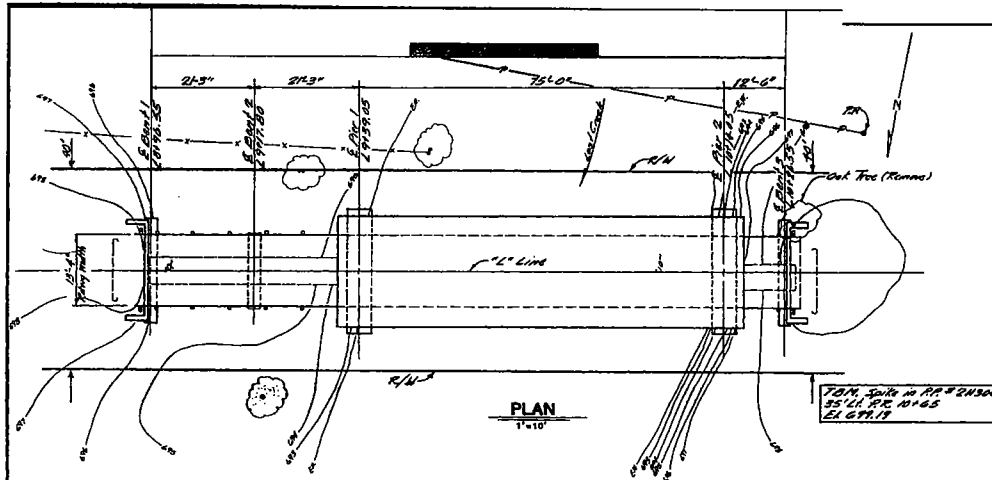
**FHWA Division Office Contact Person:**

Name	<u>Tim Rogers</u>
Title	<u>Division Bridge Engineer</u>
Division Office	<u>Oregon</u>
Ph:	<u>(503) 587-4706</u>
Fax:	<u>(503) 399-5838</u>
e-mail:	<u>timothy.rogers@fhwa.dot.gov</u>

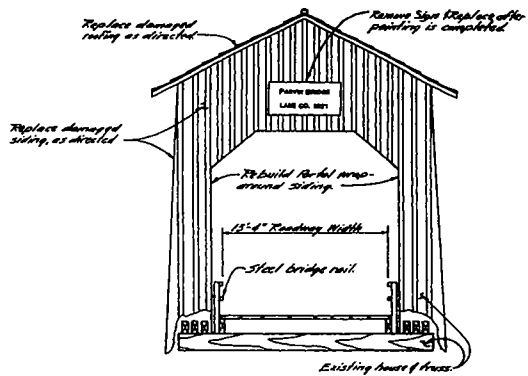
**State Historic Preservation Officer(SHPO)**

Name	<u>Roger Roper</u>
Title	<u>Deputy SHPO, Oregon</u>
Office	<u>Oregon Parks &amp; Recreation Department</u>
Ph.	<u>(503) 986-0677</u>
Fax:	<u>(503) 986-0793</u>
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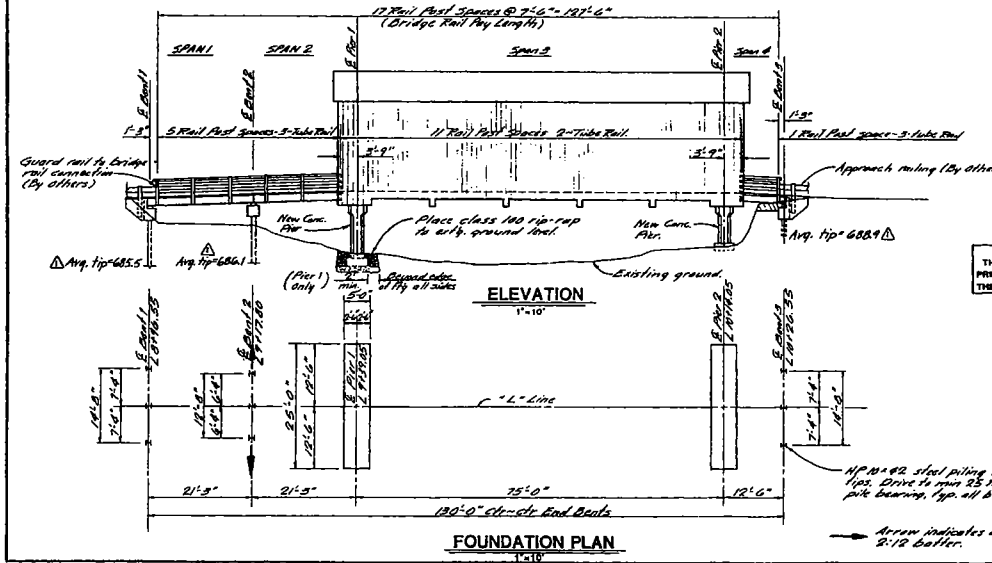




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**TYPICAL SECTION**  
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**NOTE**  
THE SCALE OF THIS  
PRINT IS 1/2 THAT OF  
THE ORIGINAL DW'G.



BR 39C 643  
DWG 68768

DESIGNED BY: N. M. M. S. L. J.  
DRAWN BY: J. P. J. J. J.  
CHECKED BY: J. P. J. J. J.  
DATE: 11/11/75

As Constructed		DATE
DATE	DESCRIPTION	BY
	OBEC Consulting Engineers	
	214 COWLEY CREEK ROAD	
	EGGERS, OREGON 97441	951-682-1990
<b>LANE COUNTY COVERED BRIDGES</b>		
PARVIN BRIDGE		
LANE COUNTY	OREGON	
PLAN & ELEVATION		
DESIGNED BY: N. M. M. S. L. J.	DATE: 11/11/75	SCALE: 3/4\"/>
DRAWN BY: J. P. J. J. J.	CHECKED BY: J. P. J. J. J.	