

W. Z. G.
04-5-19-10

AGENDA COVER MEMO

DATE: May 19, 2004
TO: Lane County Board of Commissioners
DEPT.: Public Works
PRESENTED BY: Sonny Chickering, County Engineer

AGENDA ITEM TITLE: IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR CEDAR FLAT ROAD MP 0 TO MP 0.5 BASED ON THE DESIGN CONCEPT IN EXHIBIT B AND THE ADDENDUM IN EXHIBIT C; AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

I. MOTION

THAT THE RESOLUTION AND ORDER BE ADOPTED IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR CEDAR FLAT ROAD, MP 0 TO MP 0.5, BASED ON THE DESIGN CONCEPT IN EXHIBIT B AND THE ADDENDUM IN EXHIBIT C; AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

II. ISSUE OR PROBLEM

Cedar Flat Road has a deficient road base, poor pavement condition, and drainage problems. The project is identified in the currently adopted Capital Improvement Program for FY 04-05. The project will reconstruct and widen the roadway from the intersection with Highway 126 to the intersection with East Cedar Flat Road, a section of about 0.5 mile.

III. DISCUSSION

A. Background

Cedar Flat Road is classified as a Rural Local road that stems off of Highway 126 east of Eugene-Springfield, providing access to residential properties in an RR-2 zone and Forest uses above the project limits. The project is intended to address the

road's poor pavement condition resulting from drainage problems and a deficient road base. Seasonal truck traffic uses the roadway to transport Christmas trees from above the project area, and the existing 18-foot width is inadequate to accommodate heavy trucks. The total average daily usage is 700 vehicles, and it has been indicated that walkers regularly use the roadway as well. The road will be reconstructed and widened, and storm water will be conveyed to outfalls that drain into the creek on the west side of Cedar Flat Road and into the slough on the north side of Highway 126, greatly improving existing roadway drainage conditions.

Cedar Flat Road was modernized above the project limits in 1988, from mileposts 0.5 to 2.2. In effect, the proposed project will complete the final modernization phase of Cedar Flat Road and create a similar width and standard along its entire length. The project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 04/05 fiscal year, and the current estimated costs are \$400,000 for construction and \$40,000 for right-of-way acquisition. Construction is proposed to begin in the summer of 2005.

B. Analysis

Cedar Flat Road has been on the County's maintenance list due to its poor pavement condition and drainage problems. The proper solution to these problems moved beyond what routine maintenance could address and was recommended for the Capital Improvement Program. The road's deficient base necessitates reconstruction to properly fix the pavement surface and install drainage facilities that ensure the long-term integrity of the roadway.

A public open house was held at Walterville Elementary School on January 14th. A public hearing was held before the Road Advisory Committee on January 28th. Two people testified at the hearing and a total of 12 written comments were received. Comments from residents were generally supportive of the project. The most common response was concern for safety on Highway 126. Residents felt there was a need for a westbound left turn lane on Highway 126 to Cedar Flat Road. The RAC did not recommend expanding the project to include work on the state highway. This issue is addressed in number 2 of the Major Issues – Public Testimony section of Exhibit B.

The Public Comment Record is in Attachment 1 to the Exhibit B design concept. The RAC approved the recommended design concept with no alterations.

The 30-day comment period after the public hearing ended on April 5th. No one objected to the project as a whole during this time. However, there were three comments related to a recommendation in the design concept to remove a large fir tree at 87666 Cedar Flat, the Bradford residence. Staff recommended removal of the tree because it is a fixed object within the standard 7-foot roadside clear zone. The residents at this location request that the tree be preserved for its aesthetic, shading,

and screening values. After a field visit by staff, the County Engineer recommends preserving the tree with the following changes to the design concept:

- Adding a section of guardrail on the west side of the road by the tree to protect motorists from impacting the tree.
- Relocating Mr. Bradford's driveway to the north, away from tree and the proposed guardrail.

These changes are shown in legislative format in the Exhibit C addendum. The Board will be asked to consider approval of the Exhibit B design concept with the modifications shown in Exhibit C recommending preservation of the tree. Design staff estimates this would add approximately \$5,000 to the project cost for guardrail installation and some fill related to driveway relocation. The concerned residents are satisfied with this solution.

C. Alternatives/Options

1. Approve the Resolution and Order authorizing necessary steps for reconstruction of Cedar Flat Road based on the Design Concept and Findings shown in Exhibit B and including the modifications in Exhibit C.
2. Modify the design concept.
3. Postpone or terminate the project.

D. Recommendations

Alternative 1 is recommended--approve this Resolution and Order.

IV. IMPLEMENTATION/FOLLOW-UP

Staff will keep the Board informed of proceedings in this matter.

V. ATTACHMENTS

Order with attached Exhibit A – Real properties from which portions may be acquired for the Cedar Flat Road project.

Exhibit B – Design Concept and Findings.

Exhibit C – Addendum with modifications to the Exhibit B design concept.

Attachment 1 to Exhibit B – Public Process and Comment Record.

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) IN THE MATTER OF APPROVING A PROJECT DESIGN
) CONCEPT FOR CEDAR FLAT ROAD MP 0 TO MP 0.5
) BASED ON THE DESIGN CONCEPT IN EXHIBIT B AND
) THE ADDENDUM IN EXHIBIT C; AND AUTHORIZING
) STAFF TO PREPARE A RIGHT-OF-WAY PLAN
) NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL
) NECESSARY PLANNING ACTIONS AND PREPARE
) PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF
) SAID ROAD.

WHEREAS, improvement of Cedar Flat Road, MP 0.0 TO MP 0.5, has been approved for funding through adoption of the FY 2003-04 through FY 2007-08 Capital Improvement Program; and

WHEREAS, Lane Manual 15.580 establishes a process for citizen involvement for individual road improvement projects; and

WHEREAS, a public hearing was held by the Roads Advisory Committee on January 28, 2004 to consider improvement of this portion of Cedar Flat Road; and

WHEREAS, on February 25, 2004 the Roads Advisory Committee reviewed the public meeting record and the report prepared by County staff, and adopted recommendations and findings specifying a design concept for Cedar Flat Road, MP 0.0 TO MP 0.5; and

WHEREAS, the recommendations and findings were mailed to property owners within the project area; and

WHEREAS, the recommendations and findings were modified as shown in EXHIBIT C; and

WHEREAS, The Board considered the Roads Advisory Committee's recommendation with the modifications shown in EXHIBIT C on May 19, 2004; and

WHEREAS, the Board has determined it is necessary and in the public's interest to acquire fee or other interests in certain properties, as listed in EXHIBIT A, attached hereto and made a part here of, from owners and others as their interests may appear of record to serve the needs of Lane County, and that the public welfare will be benefited by the improvement of said public improvement and the Board being fully advised; and

WHEREAS, the Board has concurred in the necessity of the improvement and believes that the proposed project is most compatible with the greatest public good and the least private injury; **NOW THEREFORE, BE IT**

ORDERED, that the Board approve the project design concept and findings identified in EXHIBIT B and incorporating the modifications in EXHIBIT C for the improvement of Cedar Flat Road, MP 0.0 TO MP 0.5; **AND, BE IT**

ORDERED, that the Board delegates authority for determination of all other project design standards not identified in the design concept, and exceptions to design standards, to the County Engineer consistent with this Order; **AND, BE IT**

ORDERED, that staff prepare a right-of-way plan necessary to construct the road; pursue all necessary planning actions; acquire right-of-way and prepare plans and specifications for improvement of Cedar Flat Road, pursuant to this order, **AND, BE IT**

RESOLVED, that under authority granted in ORS Chapter 35 and consistent with ORS Chapter 281, that there exists a necessity to acquire and immediately occupy real property in order to improve Cedar Flat Road to serve the needs of Lane County for the general use and benefit of Lane County; **AND, BE IT**

ORDERED, that the Director of Public Works Department investigate the proposed improvements and present a report to the Board of County Commissioners as specified in ORS 371.625; **AND, BE IT**

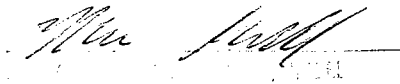
RESOLVED AND ORDERED, that the Director of the Department of Public Works or the Director's representative is hereby delegated the authority to purchase the necessary real property in accordance with Lane Manual chapter 21 and to execute related instruments to accomplish the property acquisition. If Lane County is unable by negotiations to reach an agreement for the acquisition of the necessary real property rights, the Office of Legal Counsel of Lane County is hereby authorized to commence and prosecute in the Circuit Court of Lane County, in the name of Lane County, any necessary proceedings for the condemnation and immediate possession of necessary real property rights and for the assessment of damages for the taking thereof.

DATED this _____ day of _____ 2004.

Bobby Green, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date: 5-10-04 Lane County,



County Clerk

IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR CEDAR FLAT ROAD MP 0.0 TO MP 0.5 BASED ON THE DESIGN CONCEPT IN EXHIBIT B AND THE EXHIBIT C ADDENDUM; AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

EXHIBIT A

**REAL PROPERTIES ALONG PROJECT LIMITS OF WHICH PORTIONS MAY BE
ACQUIRED FOR PROJECT RIGHT-OF-WAY.
CEDAR FLAT ROAD IMPROVEMENT PROJECT – MP 0-0.5**

Tax Map/Lot information based on Assessor's records.

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel Number
CEDAR FLAT RD (M.P. 0.00 - 0.50)

| Parcel Number | Tax Lot Information | Account Number | Name and Address |
|--------------------------|----------------------------|-----------------------|--|
| 1359-01 | 17-01-32-20 TL #2000 | 0102713 | STEPZINSKI EUGENE F & H L 41871 HOLDEN CREEK LANE SPRINGFIELD, OR 97478- |
| 1359-02 | 17-01-32-20 TL #2100 | 0102721 | ALEXANDER WILLIAM C 87866 CEDAR FLAT RD SPRINGFIELD, OR 97478- |
| 1359-03 | 17-01-32-20 TL #2200 | 0102739 | NADEAU GAIL 87856 CEDAR FLATS RD SPRINGFIELD, OR 97477- |
| 1359-04 | 17-01-32-20 TL #2300 | 4142509 | PETTY LINN D & VICKI L PO BOX 698 WALTERVILLE, OR 97489- |
| 1359-05 | 17-01-32-20 TL #2700 | 0102861 | KERKHOF TED & NELLY 1234 PEARL ST EUGENE, OR 97401- |
| 1359-06 | 17-01-32-20 TL #2701 | 1600772 | KERKHOF THEODORE LAMBERTUS TE 21100 HWY 79 SAN JACINTO, CA 92383- |
| 1359-07 | 17-01-32-20 TL #2702 | 1600780 | KERKHOF TED & NELLY 1346 FREEDOM WAY SAN JACINTO, CA 92583- |
| 1359-08 | 17-01-32-20 TL #2601 | 0102838 | NEWMAN CHAD A & KATHRYN J 87817 CEDAR FLATS RD SPRINGFIELD, OR 97477- |
| 1359-09 | 17-01-32-20 TL #2602 | 0102846 | NEWMAN CHAD A & KATHRYN J 87817 CEDAR FLATS RD SPRINGFIELD, OR 97477- |

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel Number
CEDAR FLAT RD (M.P. 0.00 - 0.50)

| Parcel Number | Tax Lot Information | Account Number | Name and Address |
|--------------------------|----------------------------|-----------------------|---|
| 1359-10 | 17-01-32-20 TL #2603 | 0102853 | BAZER BENJAMIN D 87787 CEDAR FLAT RD SPRINGFIELD, OR 97478- |
| 1359-11 | 17-01-32-20 TL #2600 | 0102820 | HENSON ROBERT W & ROBIN 87751 CEDAR FLATS RD SPRINGFIELD, OR 97478- |
| 1359-12 | 17-01-32-20 TL #2303 | 0102770 | STAFEK TERRY L & SUSANNE C 87820 CEDAR FLAT RD SPRINGFIELD, OR 97477- |
| 1359-13 | 17-01-32-20 TL #2301 | 0102754 | STAFEK TERRY L 87820 CEDAR FLAT RD SPRINGFIELD, OR 97477- |
| 1359-14 | 17-01-32-20 TL #2302 | 0102762 | BLATCHLEY STEVEN J & C A 87772 CEDAR FLAT RD SPRINGFIELD, OR 97478- |
| 1359-15 | 17-01-32-20 TL #2401 | 1245420 | MILLER BRADLEY S 87760 CEDAR FLATS RD SPRINGFIELD, OR 97478- |
| 1359-16 | 17-01-32-20 TL #2400 | 0102796 | TRENARY DOREATHA 87736 CEDAR FLAT RD SPRINGFIELD, OR 97477- |
| 1359-17 | 17-01-32-20 TL #2500 | 0102804 | OREM MERRITT DOUGLAS & SHANNON MICHELLE 87694 CEDAR FLAT RD SPRINGFIELD, OR 97478- |
| 1359-18 | 17-01-32-30 TL #807 | 1300217 | RANDALL RONALD S & AGNES F (1/3 INTEREST - SEE PARCELS 21 & 22) 87680 CEDAR FLAT RD SPRINGFIELD, OR 97478- |

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel Number
CEDAR FLAT RD (M.P. 0.00 - 0.50)

| Parcel Number | Tax Lot Information | Account Number | Name and Address |
|----------------------|----------------------------|-----------------------|---|
| 1359-19 | 17-01-32-30 TL #800 | 0102994 | BRADFORD BRYAN S 87666 CEDAR FLATS RD SPRINGFIELD, OR 97478- |
| 1359-20 | 17-01-32-30 TL #102 | 1006715 | TORIBIO LYSBETH A 2690 LIBERTY NORTH BEND, OR 97459- |
| 1359-21 | 17-01-32-30 TL #807 | 1300225 | RANDALL LARRY K & S L (1/3 INTEREST - SEE PARCELS 18 & 22) 87684 CEDAR FLAT RD SPRINGFIELD, OR 97478- |
| 1359-22 | 17-01-32-30 TL #807 | 1300233 | BAILEY RAYMOND G & LEORA A (1/3 INTEREST - SEE PARCELS 18 & 21) 87686 CEDAR FLAT RD SPRINGFIELD, OR 97478- |
| 1359-23 | 17-01-32-20 TL #300 | 0102515 | MATHERS C HAROLD TE ETAL 38484 MCKENZIE HWY SPRINGFIELD, OR 97478- |
| 1359-24 | 17-01-32-20 TL #400 | 0102523 | BEESON GERALDINE R TE 26241 BUNGALOW COURT DR VALENCIA, CA 91355- |
| 1359-25 | 17-01-32-20 TL #402 | 1169430 | BEESON GERALDINE R TE 26241 BUNGALOW COURT DR VALENCIA, CA 91355- |
| 1359-26 | 17-01-32-20 TL #200 | 0102507 | GERALDINE R BEESON LIV TRUST 26241 BUNGALOW COURT DR VALENCIA, CA 91355- |

LANE COUNTY BOARD OF COMMISSIONERS
ADOPTED DESIGN CONCEPT AND FINDINGS

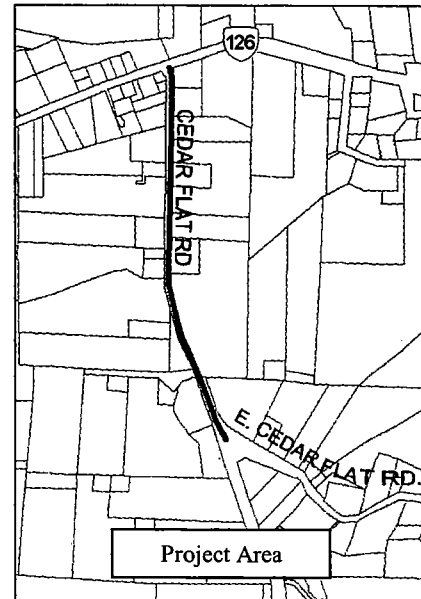
Cedar Flat Road Improvement Project

April 18, 2004

BACKGROUND

Cedar Flat Road is classified as a Rural Local road that stems off of Highway 126 east of Eugene-Springfield, providing access to residential properties in an RR-2 zone and Forest uses above the project limits. The project is intended to address the road's poor pavement condition resulting from drainage problems and a deficient road base. Seasonal truck traffic uses the roadway to transport Christmas trees from above the project area, and the existing 18-foot width is inadequate to accommodate heavy trucks. The total average daily usage is 700 vehicles, and it has been indicated that walkers regularly use the roadway as well. The road will be reconstructed and widened, and storm water will be conveyed to outfalls that drain into the creek on the west side of Cedar Flat Road and into the slough on the north side of Highway 126, greatly improving existing roadway drainage conditions.

Cedar Flat Road was modernized above the project limits in 1988, from mileposts 0.5 to 2.2. In effect, the proposed project will complete the final modernization phase of Cedar Flat Road and create a similar width and standard along its entire length. The limits of the project will be from the intersection at Highway 126 to the intersection with East Cedar Flat Road, a section of about 0.5 mile. The project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 04/05 fiscal year, and the current estimated costs are \$400,000 for construction and \$40,000 for right-of-way acquisition. Construction is proposed to begin in the summer of 2005.



Following the Recommended Design Concept and Findings section below, please see the Major Issues-Public Testimony section for a summary of verbal and written public comments with responses from the County Engineer and the Roads Advisory Committee. Attachment 1 at the end of the document contains the record of public process materials, including the original comments received from interested parties.

RECOMMENDED DESIGN CONCEPT & FINDINGS

The Board of County Commissioners (BCC) adopts the following design concept and findings as recommended by the Roads Advisory Committee.

- **Typical Section**

The roadway typical section will include a mix of drainage curbs and ditches to accommodate storm water. Curbs on both sides of the roadway will be used from mileposts 0.0 to 0.24 (Figure 1). A ditch on the east side and fill slope on the west side will be used

from mileposts 0.24 to 0.34 (Figure 2). Curb on the east side of the roadway with a rock ditch on the west side will be used from mileposts 0.34 to 0.47 (Figure 3). More information regarding the drainage facilities is given under Drainage Curb and Drainage in this section. The pavement width varies from 26-30 feet to accommodate two travel lanes and maintain adequate “shy distance” from the curb where curbs are used. Lane width also varies to ensure the turning radius of large trucks will remain within the travel lane where the road curves to the east. Rural Local roads work as shared roadways for all users due to relatively lower traffic speeds and volumes—striped shoulders, sidewalks and bike lanes will not be provided. The typical sections are shown below in Figures 1-3.

Typical Sections
Highway 126 to East Cedar Flat Road

Figure 1 – MP 0.0 to 0.24

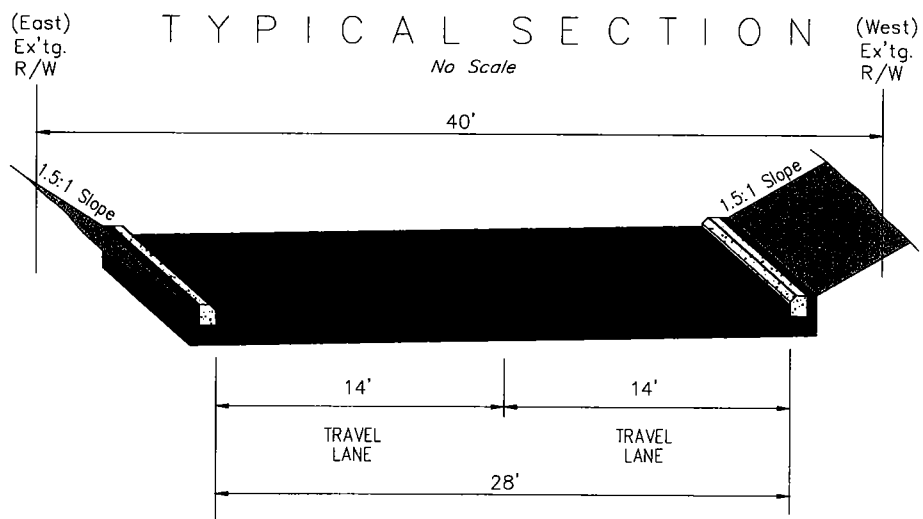


Figure 2 – MP 0.24 to 0.34

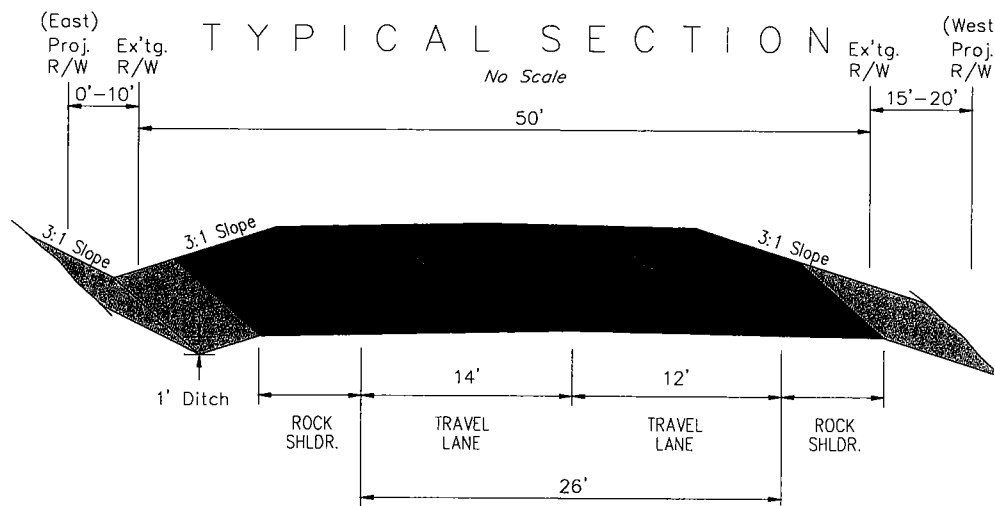
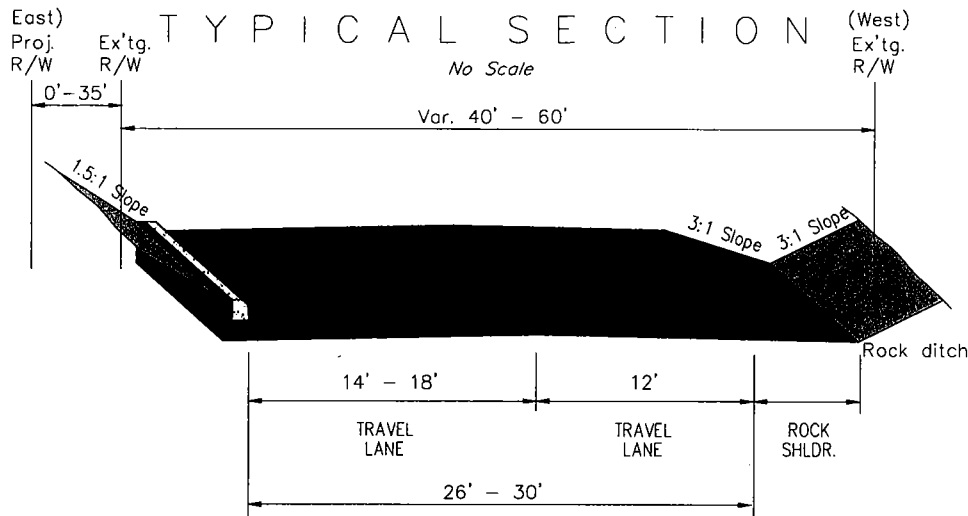


Figure 3 – MP 0.34 to 0.47



Findings

Cedar Flat Road is currently a rural two-lane roadway that is approximately 18 feet wide with no shoulder and roadside ditches. The proposed wider travel lanes will improve safety conditions for all users. Lane County road inventory data shows a Pavement Condition Index of 33. Below 50 is considered poor pavement condition. The road has previously been identified on the pavement overlay list but County Maintenance recognized that the roadway has greater structural problems than could be addressed with a new layer of asphalt. Reconstructing the roadway will greatly enhance the Pavement Condition for the long-term.

The traffic count as expressed in Average Daily Traffic (ADT) was 700 in 2001. A recent count taken in October 2003 resulted in an ADT of 646 for this section of Cedar Flat Road. Historical ADT indicates a slight upward trend (with variation—e.g. values of 500-700 were recorded in the 1980s). It is anticipated that ADT will not change dramatically over time, but the proportion of heavy truck traffic can fluctuate with forest activities above the project area. The proposed typical section is adequate for anticipated traffic levels including occasional heavy trucks.

Overall, the recommended typical section balances multiple factors, including the safety of the traveling public, storm water drainage, impacts to adjacent properties, and topographic constraints. The public is benefited through wider travel lanes, improved drainage, minimized encroachment on abutting properties, and cost-effective investment in the public road system. The proposed typical section is similar to the existing Cedar Flat Road cross-section south of the project area, which was modernized in 1988 from the intersection at East Cedar Flat to its endpoint at milepost 2.2.

- **Alignment**

The proposal will generally follow the existing centerline with the exception of two areas where the alignment is moved to the west. First, from mileposts 0.23 to 0.34, the centerline shifts and tapers out approximately 10 feet to the west in order to minimize impact on a wetland area. At the upper section of the project area, from mileposts 0.40 to 0.47, the centerline shifts west approximately 8 feet to minimize cutting in to the steep slope on the east side of the roadway.

Findings

Impacts to the potential wetland area will be minimized with the proposed alignment, and filling of wetlands will be avoided. Since the road is being widened, the proposed alignment in the upper section reduces the need for more costly earth moving from the steeper hillside in order to accommodate the reconstructed roadway. There are no structures affected by the new alignment. While care is taken to avoid impacts on existing vegetation, there are a few trees that will need to be removed. Based on the preliminary design, these are located on the west side in the area from mileposts 0.27 to 0.34, where the proposed centerline shifts over.

- **Alternative Modes Accommodation**

Cedar Flat Road is classified as a Rural Local and no separate, dedicated bike or pedestrian facilities are proposed. Bus facilities (stops, pull-outs) are not necessary, as public transit service is not available on Cedar Flat.

Findings

Cedar Flat Road is adequate as a shared roadway in accordance with American Association of State Highway and Transportation Officials (AASHTO) design standards and the Lane County Transportation System Plan to be adopted this year. This is appropriate for the Rural Local classification. A shared roadway means the travel lanes accommodate all users--vehicles, bicyclists, and pedestrians. However, increasing the pavement width will allow for greater separation between vehicles and pedestrians or bicyclists that use the road. Comments indicate that several people use Cedar Flat Road for recreational walking. Lane Transit District offers bus service up the McKenzie Highway, but there are no plans to utilize Cedar Flat Road in their routes.

- **Clear Zone**

Based on AASHTO's Roadside Design Guide, a clear zone of 7 feet is recommended from the edge of the travel lane for this character of roadway (lower design speed, lower volume).

Findings

A clear zone is the space adjacent to the edge of the travel lane that should be free of roadside hazards, including fixed objects, such as trees and utility poles, as well as unrecoverable slopes. The clear zone provides safety and a chance to recover should a vehicle leave the traveled way. At this time, there is one fixed object that is of concern within the project limits, a large, mature tree on the west side in the upper project area at milepost 0.45. It is adjacent to a driveway near the edge of the pavement on a slight curve, and it falls within the 7-foot clear zone. The County Engineer recommends removal of the tree. This issue is elaborated under Issue 8 in the Major Issues-Public Testimony section.

- **Drainage Curb**

As explained under Typical Section and detailed in Figures 1-3, drainage curb is proposed for portions of the project area. Where driveways intersect with Cedar Flat, the curbed sections will be depressed across the width of the driveway to allow access to and from homes.

Findings

Generally, Lane County designs its rural roadways with ditches on both sides. With the need to improve and reconstruct Cedar Flat Road identified, more detailed design work showed that installing rural ditches for the entire project length would unsatisfactorily impact abutting properties and require a significant amount of right-of-way acquisition. Since the drainage curb design uses less space, it was deemed the appropriate choice for portions of the

project, particularly in the lower section where their installation allows the road to be improved within the existing right-of-way and minimizes encroachment on abutting residences. Some residences are as close as 25 feet from the existing pavement edge.

Drainage curb is also recommended for the east side of the upper project area because of topography and to save on excavation costs. While ditch construction would require major excavation into the upward slope, installation of drainage curb does not. The curbed sections will have catch basins to collect storm water from the roadway, greatly improving the existing drainage conditions. Curb depressions at driveways will allow unhindered access to and from properties. Installation of drainage curb is also consistent with the use of curb in the 1988 modernization of upper Cedar Flat Road south of the East Cedar Flat Road intersection.

- **Design Speed**

The design speed for Cedar Flat Road is 30 mph for the project area. This is used to design the horizontal and vertical alignments, as well as the final signing.

Findings

The design speed is appropriate for the characteristics of Cedar Flat Road and its classification as a Rural Local road. The design speed is different from the posted speed. The posted speed will remain unchanged at 25 mph.

- **Right-of-Way**

The existing right-of-way width along Cedar Flat Road varies from 40 to 60 feet. Based on the preliminary design, additional right-of-way needs vary. The lower curbed section does not require additional right-of-way, while the other sections may need up to 35 additional feet to accommodate the project design. Estimated project right-of-ways are shown in Typical Section Figures 2 and 3 above.

Findings

Staying within the existing public right-of-way will limit impact on properties in the lower project area. For the rest of the project limits, exact right-of-way requirements will be developed upon adoption of the design concept and upon further detailed design of the roadway. Where additional right-of-way is proposed, it is needed for accommodation of the new alignment, wider travel surface, side slopes, ditches, and utilities. Some features may be impacted within the proposed right-of-way, including fences and vegetation. Lane County Public Works Right-of-Way staff will work with affected property owners as the project proceeds.

- **Drainage**

Properly draining the roadway is one of the principal goals of the project. Water currently inundates the roadway during heavy rain events, particularly in its flatter section. To drain the flat road section in the lower project area, curbs with catch basins will pipe water under the roadway to an outlet on the north side of Highway 126. There it will be released into a slough that moves water toward the McKenzie River. In the middle and upper portion of the project area, a combination of drainage curb and ditches will be used to outlet water into the creek on the west side of Cedar Flat Road.

Findings

The proposed project will significantly improve existing roadway drainage conditions, particularly where water has a tendency to settle in the lower flat portion of Cedar Flat Road. Reconstruction with drainage curb will also lower the road grade and not adversely impact

abutting properties with drainage. While a higher road grade may create a “dike” that disrupts and backs up drainage movement, the lowered road grade will allow a more natural water flow to and over the roadway. Water in the curbed flat section will be conveyed to catch basins and piped under Highway 126. Piping storm water under the highway must be coordinated with ODOT and proper permits must be obtained. However, no additional storm water will be directed to the State right-of-way for Highway 126 (See Issue 9 in the Major Issues-Public Testimony section).

The drainage concept in the upper portion of the project is to move storm water to the creek on the west side of Cedar Flat Road. This is the natural drainage pattern and reflects the current flow of water from the roadway. Drainage must be transported through abutting properties to reach the creek. As such, drainage facility design in this area is sensitive to resident needs and attempts to reach a reasonable solution in terms of where to outlet storm water from the road right-of-way and down to the creek. Based on public input, a mutually agreeable outlet is proposed at a driveway entrance at milepost 0.41, and drainage will be moved to this location via storm pipe and ditches. There is also an existing drainage easement at milepost 0.31 where storm water will cross under Cedar Flat and outlet west to the creek. More information regarding input on this issue is given under Issue 7 in the Major Issues-Public Testimony section.

Additional drainage facility design, including precise location of curb catch basins, pipe lengths, and other design details, will proceed after the Recommended Design Concept is adopted by the Board of County Commissioners.

- **Highway 126**

The proposed project limits on Cedar Flat Road begin at the intersection with Highway 126, and there are no plans to alter existing conditions on the highway.

Findings

Highway 126 is a State highway and under the jurisdiction of the Oregon Department of Transportation (ODOT). Therefore, Lane County does not have decision-making authority for this facility, and no change was proposed at the intersection in the preliminary design concept. However, the public comment phase has indicated a safety concern on the highway at the intersection with Cedar Flat Road. According to ODOT crash data, it appears there were only 4 reported crashes on Highway 126 at the intersection with Cedar Flat from 1998 to 2002. Two of the crashes were related to turning movements, one was a rear-end collision, and the fourth is labeled “miscellaneous.” Lane County has initiated a conversation with ODOT regarding the safety concerns of residents and their desire for a westbound left turn lane on the highway at Cedar Flat Road. This issue is addressed further under Issue 2 in the Major Issues-Public Testimony section.

- **Environmental**

There are two areas of environmental concern for the proposed project--first, a potential wetland area east of Cedar Flat Road around milepost 0.30 at the curve, and second, the potential consequences of piping storm water into the slough on the north side of Highway 126.

Findings

The environmental issues are relatively minor, but they will be addressed as follows. To avoid impact on the potential wetland area, the proposed road alignment has been moved to the west approximately 10 feet. This action will preclude the need to encroach on the wetland with the wider roadway.

Should the storm water outlet north of Highway 126 potentially impact wetlands, opportunities exist for alternative storm sewer alignment. In either case, an environmental permit may be required to release storm water to the slough. This will be investigated and determined as the project proceeds.

- **Standards**

The project shall be designed in accordance with the 2001 American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy On Geometric Design of Highways and Streets*. Signing devices shall comply with the *Manual on Uniform Traffic Control Devices, Millennium Edition* and Oregon Supplements. The applicable design standard, to be adopted with the Lane County Transportation System Plan (TSP) in 2004, is a minimum pavement width of 24 feet for this classification of road.

Findings

The recommended design concept for Cedar Flat Road is consistent with the engineering documents mentioned above. While the Lane County TSP is not adopted, and therefore not binding at this time, it is anticipated that it will be in effect by the proposed construction time.

- **Additional Design Exceptions**

The County Engineer is authorized to approve design standards and exceptions to design standards for features not specifically addressed in this document.

- **Policy Framework**

The proposal is subject to requirements of the Oregon Transportation Planning Rule and Lane County Rural Comprehensive Plan, which includes the 1980 Lane County Transportation and Master Road Plan. This project involves road reconstruction and widening, installation of drainage curb and ditches, and right-of-way acquisition. The installation of curbs triggered review of Lane County's assessment policy in Lane Code. It was determined that no assessments of property owners will be applied for curb improvements because Cedar Flat Road does not meet the applicable Lane Code criteria.

Findings

Land Use Planning

The project is consistent with the Goals and Objectives of the Lane County Transportation Plan and Master Road Plan. Objective 1 under the first Goal states: *Promote safe, convenient and economical transportation for all people, materials, and services*. The project meets this and other objectives by improving safety related to drainage problems, improving travel conditions for truck and passenger vehicle movement, lowering maintenance costs in the long term by reconstructing the road base, and minimizing environmental impacts through the roadway alignment and application of Best Management Practices.

Zoning for the project area is within the County's land use jurisdiction. Adjacent zoning is Rural Residential with a two-acre minimum lot size (RR-2). Cedar Flat is an exception area but is not part of a rural community. Lane Code 16.290(2)(q) - Permitted Uses in the Rural Residential Zone states:

The following uses and activities are allowed subject to the general provisions and exceptions specified by this chapter of Lane Code: Transportation facilities, services, and improvements that are authorized by OAR 660-012-0065(3) and (4) and that are part of an adopted Transportation System Plan.

OAR 660-012-0065(3) states that transportation improvements that are allowed or conditionally allowed by ORS 215.213 and 215.283 are consistent with applicable Statewide Land Use Goals. These ORS describe permitted uses in exclusive farm use zones, including reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right-of-way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result.

While the zone in question is rural residential, it can be interpreted that the proposed Cedar Flat Road project is a permitted use authorized by OAR 660-012-0065 (this is a section of the Transportation Planning Rule), as it does not include additional travel lanes, removal or displacement of buildings, or the creation of new parcels. The other provision from Lane Code 16.290(2)(q) is that the transportation improvements must be part of an adopted Transportation System Plan. The County's adopted plan is the 1980 Transportation and Master Road Plan. There is not a list of projects in the plan, which is not required (Cedar Flat is included in the project list of the to be adopted TSP update). However, the project is in compliance with applicable policies from the adopted Plan as stated above.

Based on compliance with the 1980 Plan and the Transportation Planning Rule OAR cited in Lane Code 16.290(2) for the Rural Residential Zone, the Cedar Flat Road improvement project is an allowable use.

Assessments For Improvements

In many of its road projects, Lane County assesses abutting property owners for installation of curb, gutter, and sidewalks. Since curb is proposed for this project, Lane Code was consulted to determine if assessments would be required. Cedar Flat Road does not meet the criteria in Lane Code 15.636(2) for assessment, because a) it is not within an Urban Service Boundary, b) it is not within an unincorporated rural community, and c) it is not within an exception area adjacent to an Urban Service Boundary. In this case, all costs are paid by Lane County, including the installation of drainage curb.

MAJOR ISSUES - PUBLIC TESTIMONY

Lane County Public Works Staff held an open house public meeting at Walterville Elementary School on January 14, 2004. The Roads Advisory Committee (RAC) subsequently held a Public Hearing on January 28, 2004. The comment period was open until February 6, 2004. A total of 12 written and email comments were received and 2 people gave verbal testimony at the public hearing. A list of all comments is summarized below with a Board of County Commissioners response, where applicable.

1. Do you support the improvement project as proposed? (9 comments responded on the Public Hearing Comment Sheet and 1 email in support)

Support – 9

Support with conditions – 1

Do not support – 0

2. Support for westbound left turn lane on Highway 126 to Cedar Flat Road to alleviate safety concerns. This is the greatest point of concern from the residents, and it is believed that people's safety is in jeopardy when yielding and making a left turn from the highway (10 comments).

Don Ehrich, ODOT District 5 Manager, testified at the public hearing that ODOT is not aware of a systemic safety problem at the intersection in response to RAC comments on this issue. Ehrich indicated that the sharp curve to the east of the intersection on

Highway 126 is on ODOT's local list of problem areas. If, at some point in the future, ODOT straightens this curve, there would be an opportunity to provide a left turn refuge at Cedar Flat Road. Currently, there is no ODOT project planned for this portion of the highway, but the concerned comments from residents have been reported to ODOT staff. The completion of the planned project on Cedar Flat Road will not affect existing conditions on Highway 126. Lane County is generally supportive of any project that improves safety along the Highway 126 corridor. Since the highway is under ODOT's jurisdiction, the RAC does not recommend expanding the scope of the proposed Cedar Flat project to include a left turn lane on Highway 126.

3. Support for widening of roadway to accommodate daily walkers that use the road and to enable large trucks to pass more safely (2 comments).

The paved surface will be widened from about 18 feet to 26-30 feet depending on the section of the project. The curbed section will include a shy distance of 2 feet from each curb to safely allow two vehicles to pass. Local Roads function as shared roadways for all users and no separate pedestrian facilities are proposed, but the wider pavement surface will provide more space for vehicles and pedestrians.

4. Comment regarding apparent regular problem with cars sliding into shallow ditch at 38621 East Cedar Flat—suggests filling and putting in pipe there (1 comment).

This address is about 500 feet east of Cedar Flat on the north side of East Cedar Flat Road, outside of the project limits. The comment will be forwarded to appropriate Lane County Public Works staff for further investigation. The Roads Advisory Committee does not recommend expanding the project scope to include improving this portion of East Cedar Flat Road as part of the proposed Cedar Flat Road improvement project.

5. Vision [sight distance] is impaired by a hedge at milepost 0.28 (1 comment).

At this point along the project, a centerline shift of approximately 10 feet to the west is proposed. This shift moves the roadway alignment away from the hedge and should improve sight distance. The RAC believes that the alignment shift will address the comment, and no alteration to the design concept is needed.

6. Suggest street lighting at Cedar Flat Road intersection with Highway 126 to improve visibility of roadway (1 comment).

Lane Manual 15.525 lays out Lane County's policy as it relates to roadway illumination. It states, in part, that roadway illumination will be provided only if an interagency agreement assigning ownership and maintenance of the lighting is executed. This means that Lane County could erect a light pole as part of this project only if another agency was willing to own and maintain the light in perpetuity. At this point, there has been no agency identified that is willing to participate in such an agreement. However, the County Engineer recommends investigating the feasibility of installing street lighting at the intersection with Highway 126 as part of the Cedar Flat Road project scope. The RAC concurs with the County Engineer's recommendation.

7. Two comments were concerned with drainage in the upper project area that drains to the creek. A resident testified at the public hearing regarding an existing ditch that "runs full" at times, and there is concern that closing this off as a result of the project will cause drainage problems. Another comment is concerned with drainage near the Y-intersection with East Cedar Flat. The resident at 87666 Cedar Flat is concerned that the project design as is may require him to make alterations to avoid flooding on his property.

The project proposes to improve roadway drainage where possible through appropriate design and location of drainage facilities. In light of these comments, the area of concern will be served by the installation of new storm pipe and drainage will be routed further downhill to a new crossing that outlets toward the creek and is preferred by the property owner at 87666. It is anticipated that this design will work effectively and not overburden residents with storm water run-off from the road right-of-way. The RAC recommends this modification to the design concept.

- 8. A comment from 87666 Cedar Flat requests preserving the large fir tree at their driveway entrance. Modifications to the driveway entrance and the new road alignment may impact the tree.**

This 48-inch diameter Fir tree resides directly adjacent to the current roadway within the existing public right-of-way. The proposed edge of pavement at this location will remain as it is today and the tree could be preserved; however, the tree will be within the standard 7-foot clear zone as recommended by AASHTO's Roadside Design Guide and presents a fixed object hazard for the traveling public. While the driveway location can be shifted to minimize impact to this tree, it will technically remain a roadside hazard. It may also present a sight obstacle for drivers pulling in and out of the adjacent driveway. In consideration of the choice of either leaving a large fixed object in the roadside clear zone or removing the object, the County Engineer recommends removal of this tree for the reason of safety for the traveling public. At this time, the tree is the property of the County as it falls within the public right-of-way. The RAC also recommends removal of the tree. If residents still feel the tree should be preserved, comment should again be submitted and it will be forwarded to the Board of County Commissioners, who will see the Recommended Design Concept after a 30-day comment period.

- 9. Don Ehrich, District 5 Manager from ODOT, testified that draining Cedar Flat Road toward and under Highway 126 will require coordination with ODOT. Generally, ODOT discourages bringing additional drainage to the State right-of-way.**

The proposal does not direct any additional surface water to Highway 126. All water that falls on Cedar Flat Road will be collected and piped to an existing drainage way outside of the State right-of-way. In addition, water running south off of the paved surface of Highway 126 at the intersection will be captured by new proposed catch basins on Cedar Flat Road. The current design proposes that a pipe be extended across Highway 126 to the north and outlet into a slough. This will require close coordination and permitting from ODOT, who will have jurisdiction over how the crossing is made. Once the Board of Commissioners adopts a design concept, final drainage design will be completed and exact dimensions will be known. At that point, Lane County staff will submit the appropriate documentation to ODOT in association with the required permit.

Legislative Changes to Exhibit B – Cedar Flat Road Design Concept and Findings

The following modifications are an addendum to the recommended design concept as approved by the Roads Advisory Committee on February 25, 2004. The modifications are in response to public comments received during the 30-day comment period after RAC approval of the recommended design concept. New text is underlined; deleted text is crossed out.

Page 4, Clear Zone:

Findings

A clear zone is the space adjacent to the edge of the travel lane that should be free of roadside hazards, including fixed objects, such as trees and utility poles, as well as unrecoverable slopes. The clear zone provides safety and a chance to recover should a vehicle leave the traveled way. At this time, there is one fixed object that is of concern within the project limits, a large, mature tree on the west side in the upper project area at milepost 0.45. It is adjacent to a driveway near the edge of the pavement on a slight curve, and it falls within the 7-foot clear zone. ~~The County Engineer recommends removal of the tree.~~ Potential removal of the tree is a point of concern for residents. The County Engineer recommends installation of a guardrail here to preserve the tree and ensure the safety of motorists. Installation of a guardrail section will negate the need for a 7-foot clear zone by shielding out-of-control vehicles from tree collisions. To accommodate this design, the adjacent driveway access to 87666 Cedar Flat will need to be relocated 20 feet to the north. Preservation of a mature fir tree provides aesthetic benefits to the community, while guardrail installation does not compromise clear zone safety. This is appropriate given that Cedar Flat Road is a local residential road in a posted 25 MPH speed zone. This issue is elaborated also discussed under Issue 8 in the Major Issues-Public Testimony section.

Page 10, Question #8 response:

This 48-inch diameter Fir tree resides directly adjacent to the current roadway within the existing public right-of-way and the standard 7-foot clear zone. ~~The proposed edge of pavement at this location will remain as it is today and the tree could be preserved; however, the tree will be within the standard 7 foot clear zone as recommended by AASHTO's Roadside Design Guide and presents a fixed object hazard for the traveling public. While the driveway location can be shifted to minimize impact to this tree, it will technically remain a roadside hazard. It may also present a sight obstacle for drivers pulling in and out of the adjacent driveway. In consideration of the choice of either leaving a large fixed object in the roadside clear zone or removing the object, the County Engineer recommends removal of this tree for the reason of safety for the traveling public. At this time, the tree is the property of the County as it falls within the public right-of-way. The RAC also recommends removal of the tree. If residents still feel the tree should be preserved, comment should again be submitted and it will be forwarded to the Board of County Commissioners, who will see the Recommended Design Concept after a 30-day comment period. The County Engineer recommends preservation of the tree. Clear zone safety will be provided by the installation of guardrail to deflect out-of-control vehicles from fixed object collisions. Additional findings are provided in the Clear Zone section of the design concept.~~

ATTACHMENT 1

Public Record for Cedar Flat Road Improvement Project

Open House Notification Post Card mailed 1/6/2004 &
Public Hearing Notification Post Card mailed 1/20/2004
Information Sheet provided at Open House 1/14/2004
Original Written & Email Testimony Sorted by Last Name
Public Hearing testimony on 1/28/2004
30-Day Comment Period Notice Letter
Comments from 30-Day Comment Period (March 5-April 5) Regarding RAC-approved design concept

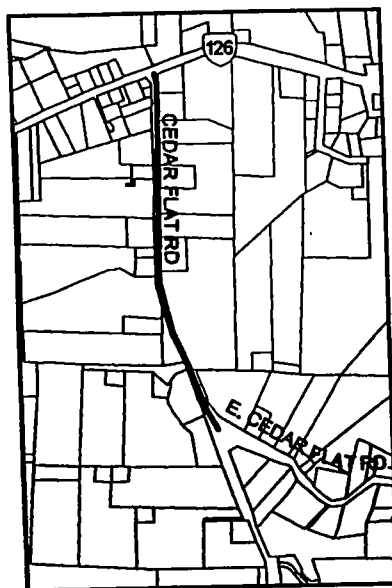
Cedar Flat Road

(Capital Improvements)

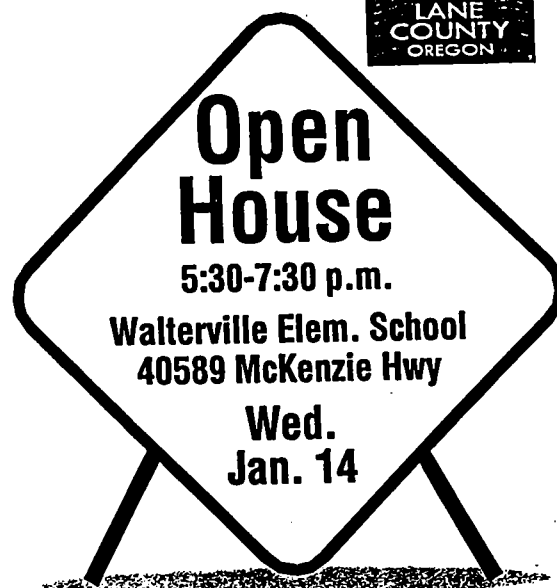


General Information

- A capital project funded by Lane County's Capital Improvement Program (CIP) for the section of Cedar Flat Road from Hwy. 126 to East Cedar Flat Road.
- The project proposes reconstruction of the roadway and installation of drainage curbs.
- A design concept will be available for viewing at the Open House.
- The project is in the public input phase which is your opportunity to attend the public meetings and help shape its development.
- If approved by the Board of Commissioners, construction will begin the summer of 2005.



Project Area



Open House Format

- An informal opportunity to review and discuss the proposal with County staff. A formal public hearing is scheduled for January 28, 2004.

For more information contact Jason Lien, Associate Planner, 541-682-6975 (1-800-826-8978 County residents only). Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 Or e-mail, jason.lien@co.lane.or.us. To comment on-line, visit our website at www.co.lane.or.us under Public Works Engineering Division. Meeting location is wheelchair accessible. Interpreter for the hearing impaired can be provided with 48 hours notice prior to meeting.

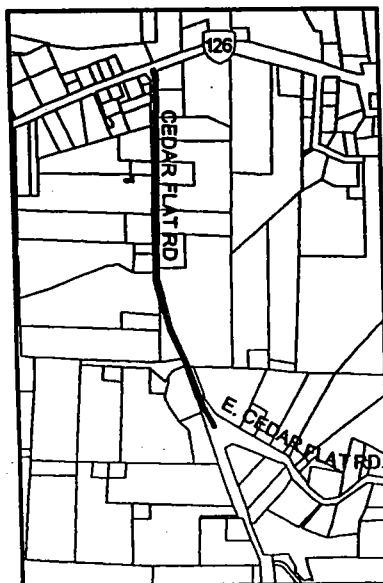
Cedar Flat Road

(Capital Improvements)

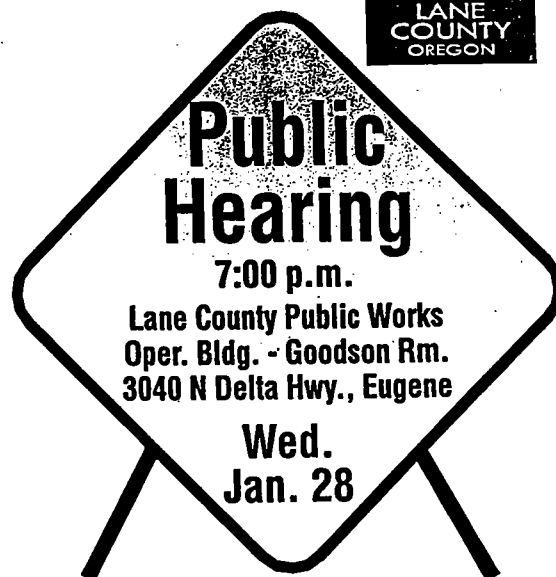


General Information

- A capital project funded by Lane County's Capital Improvement Program (CIP) for the section of Cedar Flat Road from Hwy. 126 to East Cedar Flat Road.
- The project proposes reconstruction of the roadway and installation of drainage curbs.
- Information on the project was presented at a Jan. 14th Open House.
- The project is in the public input phase. The Public Hearing provides another opportunity to learn about the project and provide comments.
- If approved by the Board of Commissioners, construction will begin the summer of 2005.



Project Area



Public Hearing Format

- This is a formal public hearing where citizens can submit testimony regarding the project.
- The Roads Advisory Committee will hear testimony to help them form a Recommended Design Concept.
- Your comments will be recorded.

For more information contact Jason Lien, Associate Planner, 541-682-6975 (1-800-826-8978 County residents only). Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 Or e-mail, jason.lien@co.lane.or.us. To comment on-line, visit our website at www.co.lane.or.us under Public Works Engineering Division. Meeting location is wheelchair accessible. Interpreter for the hearing impaired can be provided with 48 hours notice prior to meeting.



Information Sheet
Cedar Flat Rd. Improvement Project

OPEN HOUSE
Walterville Elementary School
40589 McKenzie Hwy.
January 14, 2004
5:30-7:30 PM

Open House Format

5:30-6:30 Open House

6:30 Staff Presentation

7:00-7:30 Question/Answer Session

Why is Lane County Public Works staff here?

The purpose of the Open House is to introduce Lane County's proposed improvement project to property owners, interested parties and agencies. This open house is in preparation for a separate public hearing that will take place on January 28, 2004, at 7:00 p.m. at Lane County Public Works, Operations Bldg. Goodson Training Room, 3040 North Delta Hwy., Eugene (near Home Depot). Tonight, you will have the opportunity to view the project plans and mark them up with comments and suggestions. You will also have the opportunity to discuss the project with County staff and let us know what you think.

Project Information

Cedar Flat Road is classified as a Rural Local Road extending from the McKenzie River Highway 126. Average Daily Traffic (ADT) was 700 vehicles in 2001. The proposed project will reconstruct the roadway from Highway 126 to East Cedar Flat Road.

The proposed design is to install drainage curbs on the lower, flatter section of the roadway and also on a portion of the upper section of the project area. The curbs will have catch basins to transport stormwater through a pipe under the roadway—the first outlet will drain into a creek on the west side of Cedar Flat and a second outlet will drain on the north side of Highway 126. The curb design was the preferred option in lieu of drainage ditches, as ditch construction requires significant right-of-way acquisition, and there was concern that this would significantly impede upon abutting properties. Abutting properties may be assessed for the cost of curb installation. The proposed roadway alignment was designed to avoid encroachment on the abutting wetland area east of Cedar Flat and to minimize cutting into the hillside for road widening on the upper, sloped section of the project area. Overall, the project is intended to address drainage problems that have periodically affected travel and safety on Cedar Flat Road as well as adjacent property owners.

Process

Today's open house is your opportunity to become acquainted with the project, ask questions about the general scope of work, and submit any comments or suggestions you might have. On January 28, 2004, at 7:00 p.m. at Lane County Public Works, 3040 North Delta Hwy., Eugene, we will offer you an opportunity for formal testimony. After the hearing, comments received will be organized and presented to the Lane County Roads Advisory Committee (RAC) at their February 25th meeting along with a staff recommendation for a project design concept and findings of fact. After the RAC adopts a recommendation for a project design concept, a packet of the design concept and findings will be mailed to all interested parties and abutting property owners. This mailing starts a 30-day comment period for the public to respond to the design concept and findings. If more than 50% of the abutting property owners oppose the project in writing, the Board of County Commissioners will hold its own public hearing before making a final decision. Ultimately, the Board of County Commissioners will be the deciding body on this project. If the Board of County Commissioners approves the project, right-of-way acquisition and final design drawings will begin.

How do I comment on the proposed project?

We are encouraging you to take advantage of the open house this evening in an effort to educate yourself about our proposal. Comments sheets are available tonight for you to write down any comments or suggestions. We would like you to develop specific comments and present them at the formal hearing scheduled for January 28, 2004 either verbally or submitted in written form. The record for the hearing will stay open until February 6, 2004, so if you cannot make the hearing, you will still be able to submit written testimony afterward.

Written – Written comments may be submitted anytime up until 5:00 pm on February 6, 2004.

**Lane County Public Works
CIP Coordinator
3040 North Delta Hwy.
Eugene, OR 97408-1696**

E-mail – You may send your comments electronically to the following address:

mike.russell@co.lane.or.us

Notification

If you comment or request to be on the mailing list, you will be notified of any actions or recommendations regarding the proposed project. Lane County takes care to notify all affected property owners. If you have received any project mailings (post card) then you are already on the mailing list.



PUBLIC HEARING COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's Open House or no later than Friday February 6, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.

PROJECT: Cedar Flat Road
Improvement Project

Name

BEN BAZER

Address

87787 CEDAR FLAT RD

Mailing Address

PO BOX 1698, WATERVILLE, OR 97489

Phone

541-915-4062

Support

Support with
conditions
(please explain in
Comments
section)

Do Not
Support
(please explain
in Comments
section)

Do you support the improvement of Cedar Flat Road as proposed?



Comments:

(continue on back)



PUBLIC HEARING COMMENT SHEET

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PROJECT: Cedar Flat Road
Improvement Project

Name Lora Bradford
Address 87606 Cedar Flat
Mailing Address _____
Phone 736-0017

| | Support | Support with conditions (please explain in Comments section) | Do Not Support (please explain in Comments section) |
|--|--------------------------|--|---|
| Do you support the improvement of Cedar Flat Road as proposed? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments:

From 1216 to Cedar flat Road -
NEED A Ltt TURN Lane west bound on
1216 onto cedar flat RD.

(continue on back)

LIEN Jason C

From: Bryan BRADFORD [Bryan.Bradford@EWEB.Eugene.OR.US]
Sent: Wednesday, February 04, 2004 3:24 PM
To: jason.lien@co.lane.or.us
Subject: Cedar Flat Road Project

Jason,

Address: 87666 Cedar Flat Road..... Blue Mobile on west side almost at the "Y"
Name: Bryan Bradford

Currently I have runoff water that comes under the road in a 24" culvert and empties onto my property. This is just before the "Y" on Cedar Flats road. The plan called for a small additional pipe to be added also. This would require modifications to my current method of handling the drainage that runs through my property down to the creek. A suggestion that we discussed at the Walterville meeting, was to keep all the runoff on the east side of the road and run down the hill emptying north of my home. At the time we discussed a possible easement through my pasture. I'm not interested in an easement running through the middle of my property for the drainage. However, considering the possibility, I would like to explore a ditch that ran at the north end of my property along the access road to the houses behind my property. If the drainage could be brought down to that point (end of my property to a ditch that ran next to the road), I would be more inclined to discuss an easement. However, I would need to know some details. I don't know if the grade will allow for this or what the possibilities are? Might be worth considering. If this can't take place, then I will need to deal with modifying the existing ditch that currently runs through my property. It would be great not to have to worry about flooding my place due to the possibility of adding to the current drainage situation.

We also discussed the modifications to our driveway entrance to allow us to keep the large fir tree that is very close to the driveway and new road boundaries. I can't express how much we would like to have that tree remain where it is. If the driveway modifications can be made to save the tree.....we are all for it.

These were the two issues that we were concerned about with the new road going in. I appreciate your assistance with all of this. If you have any further questions please give me a call at work 341-1852 and I'll get back to you.

Thanks,
Bryan Bradford
87666 Cedar Flat Rd.
Springfield, Or. 97478
Hm: 736-0017



PUBLIC HEARING COMMENT SHEET

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PROJECT: Cedar Flat Road
Improvement Project

Name Ronald BROADWELL
Address 38650 E. CEDAR FLAT RD.
Mailing Address SPFLD, OR 97478
Phone 746-8854

| | Support | Support with conditions (please explain in Comments section) | Do Not Support (please explain in Comments section) |
|--|-------------------------------------|--|---|
| Do you support the improvement of Cedar Flat Road as proposed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments:

THIS HAS BEEN NEEDED FOR A LONG TIME.

(continue on back)



PUBLIC HEARING COMMENT SHEET

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PROJECT: Cedar Flat Road
Improvement Project

Name JOHN COSSER
Address 38161 BOSCAWEN LN
Mailing Address SPFD 97478
Phone 746 1921

| | Support | Support with conditions (please explain in Comments section) | Do Not Support (please explain in Comments section) |
|--|-------------------------------------|--|---|
| Do you support the improvement of Cedar Flat Road as proposed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments: NOTE SAFETY HAZARDS TURNING
ON TO CEDAR FLAT

(continue on back)

LIEN Jason C

From: RUSSELL Mike L
Sent: Friday, February 06, 2004 11:31 AM
To: LIEN Jason C
Subject: FW: Cedar Flat RD

-----Original Message-----

From: bobkin [mailto:bobkin@bauercom.net]
Sent: Thursday, February 05, 2004 9:09 PM
To: mike.russell@co.lane.or.us
Subject: Cedar Flat RD

Dear Mike,

I support the Cedar Flat Road project as now planned. I know it is not in your jurisdiction but I would like to urge the County road department to bring all possible pressure on ODOT to install a left turn lane on the McKenzie Highway at the time of this project. And while we are at it let's go for a left turn lane at the junction of Thurston Road and the McKenzie Highway. We need these projects done before someone gets killed.

Bob Kintigh
38865 East Cedar Flat Road
Springfield , Oregon 97478



PUBLIC HEARING COMMENT SHEET

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PROJECT: Cedar Flat Road
Improvement Project

Name Dave Kuntigh
Address 38741 E Cedar Flat Rd, Spfld 97478
Mailing Address Same
Phone 747-8547

Do you support the improvement of Cedar Flat Road as proposed?

Support



Support with
conditions
(please explain in
Comments
section)



Do Not
Support
(please explain
in Comments
section)



Comments:

① I would be in favor of a left
turn lane from Hwy 126 on to Cedar Flat
road.

② Vision is impaired by a wedge @ 15+00

(continue on back)



PUBLIC HEARING COMMENT SHEET

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PROJECT: Cedar Flat Road
Improvement Project

Name LARRY LOTJE
Address 38625 East Cedar Flat
Mailing Address same
Phone 726 7304

| | Support | Support with conditions (please explain in Comments section) | Do Not Support (please explain in Comments section) |
|--|-------------------------------------|--|---|
| Do you support the improvement of Cedar Flat Road as proposed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments: Need To address
west bound mck Hiway, left
Turn lane

(continue on back)



PUBLIC HEARING COMMENT SHEET

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PROJECT: Cedar Flat Road
Improvement Project

Name RANDY NAWALANIEK

Address 38621 E CEDAR FLAT RD SPRINGFIELD

Mailing Address _____

Phone 726-8677

Support

Support with
conditions
(please explain in
Comments
section)

Do Not
Support
(please explain
in Comments
section)

Do you support the improvement of Cedar Flat Road as proposed?



Comments: 1. THANK you FOR MAKING A WIDER SAFER ROAD

THE LOT DAILY WALKERS AND BIKE RIDERS WILL BE
MUCH SAFER WHEN THE ROAD IS FINISHED.

2. IT WILL BE NICE NOT TO HOLD A BREATHS
WHEN 2 CARS PASS

3. THE INTERSECTION OF 126 & CEDAR FLAT IS DEADLY
TELL COST TO PUT IN TURN LANES

4. IM TIRED OF CARS SLIDING INTO THE 3' DITCH IN FRONT
OF 38621 PIPE AND FILL IF YOU HAVE EXTRA MONEY
ITS

(continue on back)



PUBLIC HEARING COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's Open House or no later than Friday February 6, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.

PROJECT: Cedar Flat Road
Improvement Project

Name Shannon + Doug Drem
Address 87694 Cedar Flat Rd.
Mailing Address Same
Phone 726-9360

| | Support | Support with conditions (please explain in Comments section) | Do Not Support (please explain in Comments section) |
|--|-------------------------------------|--|---|
| Do you support the improvement of Cedar Flat Road as proposed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments:

Suggest much needed left turn lane
west bound on 126 onto Cedar Flat

(continue on back)

TH: MIKE RUSSELL

6828501 FAX

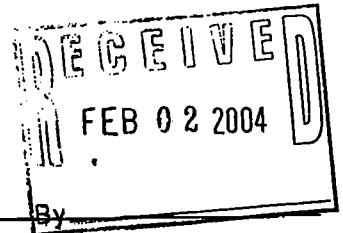


4x1/26/04

PUBLIC HEARING COMMENT SHEET

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PROJECT: Cedar Flat Road Improvement Project



Name ARTEMIO PAZ
Address 86950 CEDAR FLAT
Mailing Address PRINEFIELD, OR 97478
Phone (541) 744-2046

| | | | | | |
|-------------------|---------------------|---------|------------------|------------|---|
| Post-It* Fax Note | 7671 | Date | 1/21/04 | # of pages | 2 |
| To | MIKE RUSSELL | From | ART 3 EDWINA PAZ | | |
| Co/Dept | LANE CO. PUB. WORKS | Co. | | | |
| Phone # | | Phone # | 541 744 2046 | | |
| Fax # | 541 682-854 | Fax # | 541 744 1417 | | |

Support

Support with conditions
(please explain in Comments section)

Do Not Support
(please explain in Comments section)

Do you support the improvement of Cedar Flat Road as proposed?

☐☒☐

Comments: 1) Please provide information on how new (proposed design) will manage storm water run-off from the designed finished roadway.
2) At the intersection with HWY 126, is there any process which dovetails into your new roadway proposal that addresses a turn out lane for traffic traveling from the east wanting to turn left onto Cedar Flat. How do Cedar Flat residents / County / State Hwy provide this:

(continue on back)

Is there any plan for a street light marking Cedar
Flat Road in the proposed upgrades for the road?

| | | | | | |
|------------------------|---------------------|------|---------|----------------|---|
| Post-It® Fax Note 7671 | | Date | 1/3/04 | # of pages | 2 |
| To | MIKE RUSSELL | | From | PAT SEDANA PAT | |
| Co./Dept. | LARE CO. PUB. WORKS | | Co. | | |
| Phone # | | | Phone # | 541 744 2076 | |
| Fax # | 541 682-8551 | | Fax # | 541 744 1017 | |



PUBLIC HEARING COMMENT SHEET

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PROJECT: Cedar Flat Road
Improvement Project

Name Linn + Vicki Petty
Address 87838 Cedar Flat Rd.
Mailing Address PO Box 698 Walterville, OR 97148
Phone 530-604-7112 (W)
541-896-3867 (H)

| | Support | Support with conditions (please explain in Comments section) | Do Not Support (please explain in Comments section) |
|--|-------------------------------------|--|---|
| Do you support the improvement of Cedar Flat Road as proposed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Comments:

Recommendation for
Need (L) turn refuge
from ODOT. Please research
and urge.

(continue on back)

Cedar Flat Road Improvement Project
Public Hearing Testimony before the Roads Advisory Committee
Lane County Public Works – Goodson Room
January 28, 2004

Don Ehrich, ODOT District 5 Manager

Testified that ODOT is not aware of a persistent safety problem on Highway 126 at the intersection with Cedar Flat Road, and there are no current ODOT plans for a left turn refuge at this location. However, the curve on Highway 126 east of Cedar Flat Road is on ODOT's issue list. In the future, ODOT may look to improve safety by moving the alignment and straightening this curve. Ehrich also testified that ODOT generally discourages bringing additional drainage to the State right-of-way. Draining storm water from Cedar Flat Road under the highway will require coordination with and permitting from ODOT.

Della Webb, Resident

Testified concerning drainage in the upper project area where an existing ditch transports storm water across another resident's property and into Cedar Creek. This ditch "runs full" at times, and there is concern that closing this off as a result of the project will cause drainage problems. Also commented that there is seasonal heavy truck use of Cedar Flat Road and was concerned that the roadway would be too narrow to safely accommodate two-way traffic.



LANE COUNTY

PUBLIC WORKS DEPARTMENT / 3040 North Delta Hwy. / Eugene, OR 97408
Phone: (541) 682-6911 / Fax: (541) 682-8500

**NOTIFICATION OF 30 DAY PUBLIC REVIEW
FOR THE RECOMMENDED DESIGN CONCEPT AND FINDINGS
CEDAR FLAT ROAD IMPROVEMENT PROJECT
Hwy. 126 to East Cedar Flat Road
CIP PROJECT #1050-2**

March 5, 2004

Dear Property Owner or Interested Party:

On February 25, 2004 Lane County's Roads Advisory Committee (RAC) publicly considered and approved a design concept for Cedar Flat Road. I have attached the minutes of that meeting to this letter for your use. According to County procedures for public involvement, the RAC's "Recommended Design Concept and Findings" (also attached) is now being mailed to abutting property owners and interested parties for review and comment.

Development of the recommended design concept took public testimony into consideration from the first phase of public involvement before it was presented to the RAC on February 25th. The RAC made no changes to the design concept as it was presented. The design concept involves reconstructing and widening the roadway, with minor changes in the alignment. Recommended project design details are provided in the attached document, along with the public comment record and responses from Lane County.

Comment Period and Appeal Process

You have the opportunity to provide comment regarding the attached "Recommended Design Concept and Findings." If the design concept receives general approval from abutting property owners, the document will be presented to the Board of County Commissioners (BCC) for approval and adoption. Upon adoption, Lane County will be authorized to proceed with more detailed project design and, where needed, right-of-way acquisition, with a construction target of summer 2005. However, if within this comment period, over 50 percent of adjacent landowners of record along the proposed road improvement project object, in writing, to the RAC's "Recommended Design Concept and Findings", the BCC will hold its own public hearing before making a final decision. The **comment period ends at 5:00 pm 30 days** from the date of this letter, or on **April 4**. If that date falls on a holiday or weekend, the comment period will end on the next business day. Comments should be mailed to:

Lane County Public Works
CIP Coordinator
3040 North Delta Highway
Eugene OR 97408-1696

Or Email: mike.russell@co.lane.or.us

Maps and drawings describing the proposed improvement project are available for review at the Lane County Public Works address above. Should you have any questions, or need additional information, please call me at (541) 682-6949.

Sincerely,

Mike Russell
Capital Improvement Project Coordinator

RUSSELL Mike L

From: Don Heauser [dheauser@oregontelecom.com]
Sent: Monday, March 22, 2004 8:34 AM
To: Mike Russell
Subject: Cedar Flat Rd. improvements

Categories: NoHTML

Good morning Mike,

I am a property owner off Cedar Flat Rd. (38488 June Lane) and travel the section scheduled to be improved on a daily basis. First of all, I'd like to say that I'm looking forward to the improvements for many of the reasons stated. The widening that will take place will make it a much safer roadway for vehicular travel as well as for the pedestrians and bicyclists who use the road quite frequently.

One concern I do have however, is the plan to remove the large fir tree at the driveway of 87666 Cedar Flat Rd. While it makes sense that road designers would want to maintain a clear zone for areas with otherwise recoverable areas, in this particular case the two objectives seem to be at odds. As stated, "The clear zone provides safety and a chance to recover should a vehicle leave the traveled way."

As I'm sure you are aware, the area immediately beyond the fir tree traveling south is a sloped area that certainly can not be considered a recoverable area. I drive by this tree daily and can honestly say that if I were to drift off the road to that side, I'd rather hit the tree than go over the embankment. Without the tree, this seems like an area with a high risk of causing a vehicle to roll rather than recover. And with the speed limit as low as it is, the chance of serious injury due to impacting the tree is minimal and not likely.

Aesthetically, the trees in the area are also one of the most obvious environmental factors that bring residents to live in this area in the first place. Though I'm not one who thinks that every tree should be saved, I do believe the value and benefits associated with keeping this particular tree far outweigh the potential benefit of its removal.

I appreciate your consideration of this issue and look forward to the project.

Best regards,

Don Heauser

38488 June Ln.

Springfield, OR 97478

(541)954-7500

RUSSELL Mike L

From: Bryan BRADFORD [Bryan.Bradford@EWEB.Eugene.OR.US]
Sent: Monday, March 22, 2004 8:53 AM
To: mike.russell@co.lane.or.us; dheauser@oregontelecom.com
Subject: Re: Cedar Flat Rd. improvements

Don,

I am the resident that lives at 87666 Cedar Flat Rd. I want you to know that I appreciate your comments concerning the Large Fir tree in our front drive. I could not agree with you more. We are working hard to ensure that the tree can remain standing when this is all said and done. Your comments have helped in that effort and to this we are truly thankful.

Thanks Again,
Bryan Bradford

>>> "Don Heauser" <dheauser@oregontelecom.com> 03/22/04 08:33AM >>>
Good morning Mike,

I am a property owner off Cedar Flat Rd. (38488 June Lane) and travel the section scheduled to be improved on a daily basis. First of all, I'd like to say that I'm looking forward to the improvements for many of the reasons stated. The widening that will take place will make it a much safer roadway for vehicular travel as well as for the pedestrians and bicyclists who use the road quite frequently.

One concern I do have however, is the plan to remove the large fir tree at the driveway of 87666 Cedar Flat Rd. While it makes sense that road designers would want to maintain a clear zone for areas with otherwise recoverable areas, in this particular case the two objectives seem to be at odds. As stated, "The clear zone provides safety and a chance to recover should a vehicle leave the traveled way."

As I'm sure you are aware, the area immediately beyond the fir tree traveling south is a sloped area that certainly can not be considered a recoverable area. I drive by this tree daily and can honestly say that if I were to drift off the road to that side, I'd rather hit the tree than go over the embankment. Without the tree, this seems like an area with a high risk of causing a vehicle to roll rather than recover. And with the speed limit as low as it is, the chance of serious injury due to impacting the tree is minimal and not likely.

Aesthetically, the trees in the area are also one of the most obvious environmental factors that bring residents to live in this area in the first place. Though I'm not one who thinks that every tree should be saved, I do believe the value and benefits associated with keeping this particular tree far outweigh the potential benefit of its removal.

I appreciate your consideration of this issue and look forward to the project.

Best regards,

Don Heauser

38488 June Ln.

Springfield, OR 97478

(541)954-7500

RUSSELL Mike L

From: Lori Bradford [bradford1@msn.com]
Sent: Saturday, March 20, 2004 7:05 AM
To: mike.russell@co.lane.or.us
Subject: Cedar Flat Rd. Modifications

Categories: NoHTML

Lane County Public Works

CIP Coordinator

3040 North Delta Highway

Eugene, OR 97408-1696

March 18, 2004

To Whom It May Concern:

As one of the resident at 87666 Cedar Flat Road, I wanted to write and tell you my thoughts with regard to the large fir tree that graces the front of our home. When I first heard that there was a plan to improve Cedar Flat road, my thoughts went immediately to that tree. I realized that it was fairly close to the road and I was concerned, (as were my husband, and our children) that it might be in the path of the project. My husband and I attended the Open House on Jan. 14th and we immediately searched the proposal for what changes we could expect to see. We were both relieved to see that the tree in question was NOT slated as one that would be removed, although it was indeed very close to proposed changes. We discussed this with two of the gentlemen that were present. They both told us that the tree was not slated to be cut down. They proposed that we suggested a modification to our driveway so that the tree would have less of an impact on the construction. Therefore, I was very surprised to see that the removal of the tree was recommended by the county engineer.

I feel the tree should remain in place for the following reasons:

Our home is already fairly close to the road. The removal of this tree would take away our privacy and open up our property and home to those that drive by.

The tree DOES NOT present an obstacle for those who are pulling in and out of the driveway. It is very easy to see traffic coming from both directions. I would invite any who may think differently to come and see for

themselves. It is not a hazard for us!

The tree has been growing in that spot for many, many, many years, and has not yet posed a hazard to those driving down the road next to it. It is not a hazard for us and it is not a hazard for our neighbors either!

The branches are kept cut to a high level so that it doesn't pose a sight obstacle to us, or to those who are driving by.

The tree provides a shelter from the RAIN. If the tree were removed, I feel that the rain that is now dispersed to the left and right side of our driveway by the tree, would instead run right down the driveway to the front of our home, causing large puddles to form in front of our front door. Not a desirable result!

The tree is old and beautiful. It adds to the beauty and desirability of our property.

I would ask that the removal of this tree be reconsidered. If you have only "seen it on paper" and are making your decision based only on this, come out and see for your self the negative impact that it's removal would cause!

Thank you,

Lori Bradford