

Memorandum Date: August 1, 2006  
Order Date: August 15, 2006

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**TO:** Board of County Commissioners  
**DEPARTMENT:** Public Works  
**PRESENTED BY:** Sonny Chickering, County Engineer  
**AGENDA ITEM TITLE:** ORDER/IN THE MATTER OF Rescinding Board Order 05-2-2-5, the Project Design Concept for West Boundary Road, MP 1.7 to MP 6.4, and Directing the County Engineer to Reduce the Scope of Work to a County Force Chip-Seal Pavement on the Existing Alignment

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I. **MOTION**

**MOVE APPROVAL OF THE ORDER RESCINDING THE APPROVED DESIGN CONCEPT FOR WEST BOUNDARY ROAD (ORDER 05-2-2-5) AND DIRECTING THE COUNTY ENGINEER TO REDUCE THE SCOPE OF WORK TO A COUNTY FORCE CHIP-SEAL PAVEMENT ON THE EXISTING ALIGNMENT.**

II. **AGENDA ITEM SUMMARY**

The Board is being asked to reconsider previous actions approving funding and a design concept for a general construction project on West Boundary Road. Now, the staff is asking that the Board approve a chip-seal paving project by County Forces for the project area.

III. **BACKGROUND/IMPLICATIONS OF ACTION**

A. **Board Action and Other History**

In 2001, the initial West Boundary Road proposal was a project that upgraded the road to full road design standards at an anticipated cost of \$3,500,000. The Department applied for and received a grant from the Oregon Forest Highway Program for \$750,000 to help defray the costs of this project.

In 2004 a revised Design Concept scaled back the project to an estimated cost of \$1,200,000, with an estimated cost for right-of-way at \$120,000. This scaled back Design Concept included up to nine specific curve locations with horizontal and vertical alignment modifications and/or guardrail improvements intended to meet the identified design speed standard of 25 mph. A change from asphalt concrete to a chip seal pavement was proposed at that time. The Oregon Forest Highway Program continued to offer 23 percent of the revised construction cost with the remainder coming from the Road Fund.

After a public hearing on September 29, 2004 in Lowell, the Roads Advisory Committee recommended this scaled back proposal (Option 2) to the Board. On February 2, 2005, the Board approved this Design Concept. This concept provided the triple shot chip-seal, base rehabilitation, selected horizontal and vertical alignment changes and guardrail at some locations.

In May of 2005, the Board adopted the 06-10 CIP that included funding for West Boundary in General Construction at \$1,200,000. Project design work continued into 2006. During the winter of 2006, staff prepared the draft 07-11 CIP for public review and updated costs for the projects in the CIP. In addition, the Public Works Director prepared new cash flow forecasts. The 07-11 CIP, adopted on May 17, 2006 by the Board, again reduced the size of the CIP construction budget and dropped or modified several projects.

Staff reviewed the proposed change in the West Boundary project with the Roads Advisory Committee (RAC) at their July 26, 2006. Although the RAC took no formal action, the committee was in general agreement with the proposal.

## **B. Policy Issues**

The main policy issue is allocation of resources from the Road Fund through the CIP. The previous Board action on the CIP and design concept included geometric improvements and guardrail based on AASHTO Low-Volume Road Standards. Now, staff estimates that the funds allocated to this improvement are inadequate and the visual impacts would be substantial. Given the background of a drastically shrinking CIP budget, staff is recommending the Board make a budget decision to drop the improvement project, reallocate the saved funds to other projects, and provide a chip seal pavement surface through County Forces. Concerns raised by the Tri-Agency group about increased speeds will be addressed through a revised signing plan for the project area.

## **C. Board Goals**

This decision is related to allocation of Road Fund financial resources through the Capital Improvement Program (CIP) and maintenance of the County Road System. Two goals from the Strategic Plan, page 13, are relevant:

- *Contribute to appropriate community development in the areas of transportation and telecommunications infrastructure, housing, growth management, and land development.*
- *Protect the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure.*

The first goal is relevant because Lane County Parks Division and the City of

Lowell have supported paving of West Boundary Road. West Boundary Road provides access to the recreational and forest areas east of Lowell and Lookout Point Reservoir.

The second goal is related to the decision on whether to do a major upgrade to low-volume road design standards or to provide a paved surface with the limited goal of eliminating the gravel surface only.

Under RESOURCE PLANNING AND ALLOCATION, B3 Allocate Resources Strategically, page 29-30, *d. The following principles will apply if reductions are required because of cutbacks in revenue:*

6. *Road Fund priorities will be as follows:*

- *Operation, maintenance, and preservation (OM&P) of the existing County road system will receive the highest priority.*
- *To the extent possible, OM&P activities should be funded by user fees from the State Highway Fund and timber receipts.*
- *Timber receipts, beyond those needed for OM&P, should be used to fund modernization projects and revenue sharing.*

Substantial reductions in the CIP over the last two years have been made following the priorities above. This has led to the recommendation to scale back the West Boundary Road project as discussed elsewhere in the memo.

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

The adopted design concept for West Boundary was previously estimated at \$1,200,000 in the adopted FY 06-10 CIP. Staff now believes that cost would rise substantially if that design concept is implemented because of large cuts and fills and related slope stability problems. The recommendation to chip seal the West Boundary Road project is expected to cost about \$725,000 in materials and will effectively reallocate a minimum of \$500,000 back into the Road Fund reserve.

#### **E. Analysis**

##### **Slope Stability and Visual Impact**

As the Board has discussed recently, construction costs on road and bridge projects are escalating in Oregon and around the country in response to many factors. This is true on the West Boundary Road project as well. Recent investigations by Lane County staff indicate that there are areas on West Boundary Road where fill slopes (embankments) are only marginally stable. Widening the road or realigning curves, consistent with the adopted design concept, may create new stability problems and will increase the cost and impact of construction. Large cut slopes on the uphill side of the road would be required to construct the road according to the adopted design concept. Staff is concerned

about the aesthetic impacts on the recreational area along the reservoir. It is also likely to create longer-term maintenance problems, which are likely to require additional expense for repairs by county forces.

**Federal Match Rate 23%**

The Federal Tri-Agency group that administers Forest Highway Funds has found that they will not contribute to the project if alignment and guardrail improvements are not included as an upgrade to the existing road (see attached letter). Since they match only about ¼ of the cost, Lane County will be responsible for most of the cost of alignment upgrades. In summary, the Tri-Agency letter makes a statement that a hard surface application with no curve corrections or guardrail may increase accidents due to the tendency to drive faster on the current alignment and conditions.

**F. Alternatives/Options**

1. Approve this Order rescinding Order 05-2-2-5 and directing the County Engineer to reduce the scope of the project to a County Force chip-seal pavement on the existing alignment.
  
2. Continue with Option 2 of the approved Design Concept with a triple shot chip seal, vertical and horizontal curve improvements, guard rail and restore the funding from the FHWA. Amend the CIP as needed to provide additional funding.
  
3. Do nothing on West Boundary Road. Reallocate money to the Road Fund reserve or other projects as directed.

**V. TIMING/IMPLEMENTATION**

If this item is approved, County Forces will begin preparations for a chip-seal paving project on West Boundary Road to be constructed in 2007.

**VI. RECOMMENDATION**

Staff recommends adoption of the motion as stated, which would approve the Board Order rescinding the previous order on the design concept and giving staff direction to proceed with the County Force paving concept on West Boundary Road. This recommendation is based on the following factors:

- Increased expenditures on West Boundary are difficult to justify based on the substantially reduced CIP program.
- Provision of a chip seal paving will provide substantial benefit to the users of West Boundary Road and the City of Lowell.
- Current signing is limited. The road is signed as a winding road and individual curves in the gravel section are not individually marked. After paving is complete, staff will develop a new signing plan appropriate for the

paved road. Sign spacing requirements and other criteria will be used to determine the specific changes to the signing for the road.

- The Board has set other project priorities in the FY 07-11 CIP adopted in May 2006 and may not wish to reallocate additional funds to this project. In taking this action, the Board acknowledges that geometric design standards will not be applied to the County Force paving project.

## **VII. FOLLOW-UP**

Upon approval by the Board, the County Engineer will proceed with West Boundary Road chip-seal paving by County Forces.

## **VII. ATTACHMENTS**

Order  
Board Order 05-2-2-5 West Boundary Design Concept  
Tri-Agency Letter dated May 11, 2006

**IN THE BOARD OF COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON**

ORDER NO.

( In the Matter of Rescinding Board Order  
( 05-2-2-5, the Project Design Concept for  
( West Boundary Road, MP 1.7 to MP 6.4,  
( and Directing the County Engineer to  
( Reduce the Scope of Work to a County  
( Force Chip-Seal Pavement on the Existing  
( Alignment

**WHEREAS**, the FY 06-10 Lane County Capital Improvement Program (CIP) was adopted in May, 2005 including the West Boundary Road project in FY 05-06 for \$1,200,000; and

**WHEREAS**, in FY 2005-06 West Boundary Road did not go out for bid because of project scope and budget concerns; and

**WHEREAS**, no additional funds were allocated to West Boundary Road through the adoption of the FY 07-11 CIP in May, 2006; and

**WHEREAS**, additional engineering work on the design of cut and fill slopes, and pavement structure, has determined that additional CIP funds would be required to implement the design concept for West Boundary Road as approved by the Board through Order 05-2-2-5; and

**WHEREAS**, the Board has determined that the projects included in the adopted FY 07-11 CIP are of a higher priority than adding additional funds to implement the West Boundary Road design as approved and declines to reallocate additional funds to the West Boundary Road project: and

**WHEREAS**, the Board wishes to provide a cost-effective paved surface for this section of West Boundary Road for the benefit of the City of Lowell, for boaters and other recreational users, and for forest users of West Boundary Road; and

**WHEREAS**, the Board waives the previously adopted geometric design standards for the West Boundary Road project and directs staff to develop an improved signing plan for the project area in order to mitigate for the possibility of increased driving speeds on the paved surface; 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 rescinds Order 05-2-2-5, adopted on February 2, 2005 and directs the County Engineer to construct a triple shot chip seal flexible pavement on the existing alignment of West Boundary Road from MP 1.7 to MP 6.4.

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

\_\_\_\_\_  
Bill Dwyer, Chair  
Lane County Board of Commissioners

APPROVED AS TO FORM

Date \_\_\_\_\_ Lane County

\_\_\_\_\_  
OFFICE OF LEGAL COUNSEL

APPROVED AS TO FORM

Date 8-6-06 \_\_\_\_\_

*[Handwritten Signature]*

OFFICE OF LEGAL COUNSEL

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON

**PASSED**

**ORDER NO.** )  
05-2-2-5 )  
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IN THE MATTER OF APPROVING A PROJECT DESIGN  
CONCEPT FOR WEST BOUNDARY ROAD MP 1.7 TO MP  
6.4 BASED ON THE DESIGN CONCEPT IN EXHIBIT B 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 West Boundary Road from MP 1.7 to MP 6.4 has been approved for funding through adoption of the FY 2004-05 through FY 2008-09 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 September 29, 2004 to consider improvement of this portion of West Boundary Road; and

**WHEREAS**, on December 1, 2004 the Roads Advisory Committee reviewed the public record and the report prepared by County staff, and recommended the design concept and findings shown in Exhibit B for West Boundary Road from MP 1.7 to MP 6.4; and

**WHEREAS**, the recommendations and findings were mailed to property owners for their review within the project area; and

**WHEREAS**, the Board considered the Roads Advisory Committee's recommendation on February 2, 2005; 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 for the improvement of West Boundary Road from MP 1.7 to MP 6.4; **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 West Boundary 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



West Boundary 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 2nd day of February 2005.

  
Chair, Lane County Board of Commissioners

APPROVED AS TO FORM

By 1-21-05 Lane County  


IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR WEST BOUNDARY ROAD MP 1.7 TO MP 6.4 BASED ON THE DESIGN CONCEPT IN EXHIBIT B 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. WEST BOUNDARY ROAD PROJECT – MP 1.7 to MP 6.4

### Lane County Department of Public Works Road Assessment System Property Listing - Sorted by Parcel Number

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1378-01	---		U.S. ARMY CORPS OF ENGINEERS LOOKOUT POINT DAM LOWELL, OR 97452-
1378-02	19-01-13-00 TL #700	1431277	GIUSTINA LAND & TIMBER CO PO BOX 989 EUGENE, OR 97440-
1378-03	19-15-18-00 TL #200	0875698	GIUSTINA LAND & TIMBER CO PO BOX 989 EUGENE, OR 97440-
1378-04	19-15-18-00 TL #700	0875706	CHAPMAN IRIS PO BOX 297 LOWELL, OR 97452-
1378-05	19-15-18-00 TL #701	1237047	CHAPMAN JAMES A & CAROL J PO BOX 376 LOWELL, OR 97452-
1378-06	19-15-19-00 TL #100	0875714	BURLESON DYROL & CAROLYN 12024 S SHADOW HILLS CRT SE TURNER, OR 97392-
1378-07	19-15-19-00 TL #101	0875722	FISCHER DAVID E 355 JOHNSON CREEK RD EWING, KY 41039-
1378-08	19-15-19-00 TL #200	0875730	MCNATT C FRANK 4384 CROOKED FINGER RD SCOTTS MILLS, OR 97395-

Thursday, December 09, 2004

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# EXHIBIT A

## Lane County Department of Public Works Road Assessment System Property Listing - Sorted by Parcel Number *West Boundary Road (MP 1.7 - MP 6.4)*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1378-09	19-15-20-00 TL #300	0875755	GIUSTINA LAND & TIMBER CO PO BOX 989 EUGENE, OR 97440-
1378-10	19-15-20-00 TL #400	0875771	LAUZON TODD J 3277 JASPER ROAD SPRINGFIELD, OR 97478-
1378-11	19-15-20-00 TL #500	0875789	LAUZON TODD J 3277 JASPER ROAD SPRINGFIELD, OR 97478-
1378-12	19-15-20-00 TL #600	0875797	RUHL PAUL N & ELLEN M 41611 W BOUNDARY ROAD LOWELL, OR 97452-
1378-13	19-15-20-00 TL #601	0875805	AUSTIN NANCY S 18032 OLD HWY 99 N OAKLAND, OR 97462-
1378-14	19-15-20-00 TL #700	0875813	RECCA STEVEN I 25121 FLECK RD VENETA, OR 97487-
1378-15	19-15-20-00 TL #800	4014450	STRATIS MEL PO BOX 115 LOWELL, OR 97452-
1378-16	19-15-00-00 TL #1600	0874170	OREGON STATE OF STATE BOARD OF FORESTRY SALEM, OR 97310-
1378-17	19-15-28-00 TL #100	0875920	WARREN LANDAX LLC 1161 SPYGLASS DR ATTN VIRGINIA WARREN MGR EUGENE, OR 97401-

Thursday, December 09, 2004

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# EXHIBIT A

**Lane County Department of Public Works**  
**Road Assessment System Property Listing - Sorted by Parcel Number**  
*West Boundary Road (MP 1.7 – MP 6.4)*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1378-18	19-15-28-00 TL #200	0875938	WARREN LANDAX LLC 1161 SPYGLASS DR ATTN VIRGINIA WARREN MGR EUGENE, OR 97401-
1378-19	19-15-28-00 TL #300	0875946	WARREN LANDAX LLC 1161 SPYGLASS DR ATTN VIRGINIA WARREN MGR EUGENE, OR 97401-
1378-20	19-15-28-00 TL #400	0875953	WARREN LANDAX LLC 1161 SPYGLASS DR ATTN VIRGINIA WARREN MGR EUGENE, OR 97401-
1378-21	19-15-28-00 TL #500	0875961	WARREN VIRGINIA M 1161 SPYGLASS DR EUGENE, OR 97401-

## **EXHIBIT B**

### **LANE COUNTY BOARD OF COMMISSIONERS ADOPTED DESIGN CONCEPT AND FINDINGS**

#### **West Boundary Road Improvement Project**

February 2, 2005

#### **BACKGROUND**

West Boundary Road is a low-speed, low-volume, mostly winding gravel road and is classified as a Rural Minor Collector. The road runs along the northerly shore of Lookout Point Reservoir serving a few local residents, private and national forest lands, and at MP 6.4, an improved boat ramp facility operated by the Army Corps of Engineers. The project limits are from mileposts 1.7 to 6.4.

The purpose and need of the project is to provide improved access to recreational and forest uses by establishing a hard surfaced cross-section that is bounded by adequate drainage ditches, acceptable side slopes, and guardrail where determined appropriate.

In 2001, the Department applied for and received a grant from the Oregon Forest Highway Program for \$750,000 to help defray the costs of this project. The proposal outlined a project that upgraded the road to full road design standards at an anticipated cost of \$3,500,000. The recommended design concept scales down the full standards project proposal to an estimated construction cost of \$1.2 million. Forest Highway funding is still available to defray costs of construction, but the payment amount will be reduced to reflect the decrease in project scope. It will, however, be the same share of the project cost—about 23 percent of the revised construction cost may be covered by the Oregon Forest Highway Program grant with the remainder coming from the CIP Road Fund.

The project is budgeted in the County's Capital Improvement Program (CIP) for the 05/06 fiscal year at an estimated cost of \$3,000,000 for construction and \$300,000 for right-of-way (R/W) acquisition. Construction is planned for 2006.

#### **RECOMMENDED DESIGN CONCEPT**

The Board of County Commissioners (BCC) adopts the following design concept and findings by Order No. \_\_\_\_\_, as recommended by the Roads Advisory Committee (RAC). In response to public involvement in the development of this project, the project was scaled back from the one originally presented to the Federal Highway Administration (FHWA). The adopted alternative as explained below is estimated to cost \$1,200,000 for construction and \$120,000 for right-of-way acquisition (assuming 10 percent of construction cost), considerably less than the budgeted CIP amount.

The tri-agency group that oversees the expenditure of the Forest Highway Enhancement funds has been informed of this change and is supportive of the design concept.

- **Alignment**

There are up to nine specific curve locations with horizontal and vertical alignment modifications and/or guardrail improvements intended to meet the identified design speed standard of 25 mph (see the Design Speed section for further discussion of the design speed standard). Typically, these modifications require an increase in curve radius at the following locations.

## EXHIBIT B

**STA 105+00** – Documented crash location. Spot improvement consists of increasing design speed of curves at this location requiring minor alignment adjustment.

**STA 155+00** – Documented crash location. Spot improvement requires alignment adjustment to provide adequate design speed.

**STA 165+00** - Spot improvement requires alignment adjustment to provide adequate design speed.

**STA 225+00** – Spot improvement consists of minor alignment adjustment to facilitate design speed.

**STA 235+00** – Spot improvement consists of minor alignment adjustment to facilitate design speed.

**STA 265+00** – Documented crash location. Spot improvement consists of alignment adjustment to provide a single curve in place of two existing curves.

**STA 285+00** – Spot improvement consists of minor alignment adjustment to facilitate design speed.

**STA 320+00 through 330+00** – Spot improvement consists of alignment adjustment to increase curve radii to provide adequate design speed.

Station 79+00, a curve just before the beginning of the proposed project limits, will also be evaluated for possible alignment and/or guardrail improvements.

The number and extent of spot location improvements may change as surveying and more detailed design work is conducted upon adoption of the design concept. It is not anticipated that additional spot improvement locations will be identified other than to meet the design speed criteria. In general, the rest of the improvements will follow the existing alignment.

### • Typical Section

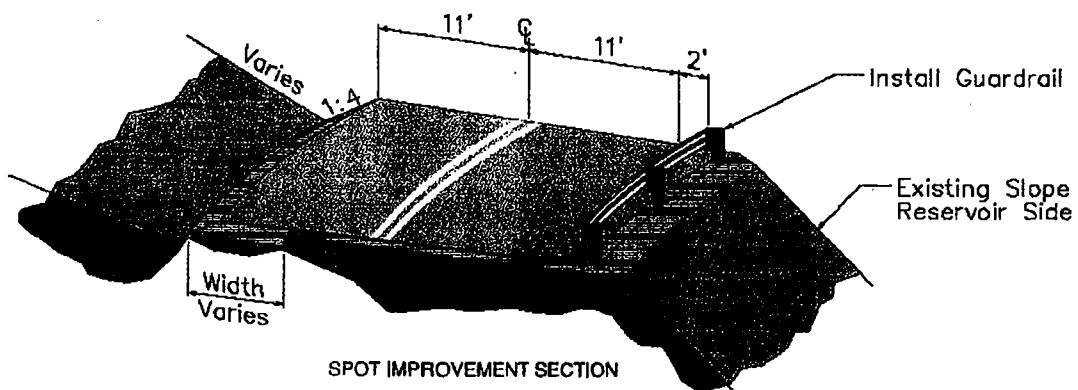
There are two typical sections that describe the design concept.

The first applies to the spot locations where horizontal or vertical curve modifications are planned. At these locations the typical section will consist of the following:

#### 2-Lane Rural Design with Guardrail

Spot Improvement Locations

- Two 11-foot wide travel lanes (1 in each direction)
- One 2-foot wide shy distance from guardrail
- Guardrail
- Standard side slopes and rural ditches



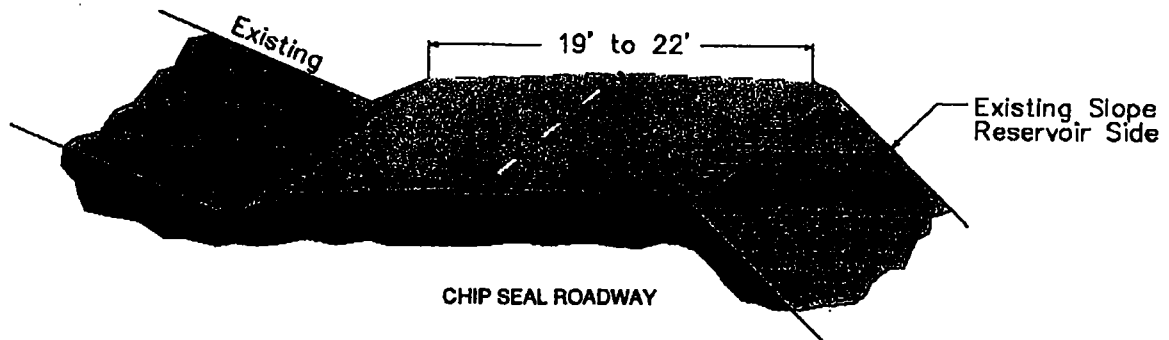
## EXHIBIT B

The second typical section will apply to the remaining portions of West Boundary Road, as follows.

### 2-Lane Rural Design

Remaining portions of West Boundary Road

- Two travel lanes (1 in each direction) within existing roadway width no less than 19 feet in total width
- Match existing side slopes and ditches



- **Surface Treatment**

The project shall use a triple-shot chip seal as a wearing course placed on a standard leveling course and reconditioned base.

- **Standards**

The project shall be designed in accordance with the 2001 American Association of State Highway and Transportation Officials (AASHTO) publications *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)* and *A Policy On Geometric Design of Highways and Streets*. Traffic control, signing, and signal devices shall comply with the *Manual on Uniform Traffic Control Devices, Millennium Edition* and Oregon Supplements.

- **Design Speed**

The project design speed for West Boundary Road is 30 mph with 5 mph reduced design speed elements in accordance with AASHTO's *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)*. The appropriate design speed will be used to design the horizontal and vertical alignments, as well as the final signing, striping and transitions. Typically, the 25 mph design will be the minimum standard for design elements at curve spot locations while the 30 mph design will be applied to the tangents.

- **Right-of-Way Widths**

In general, there appears to be adequate right-of-way width along most portions of the alignment. Right-of-way will have to be acquired in location of spot improvements, curve adjustments and culvert extensions. Upon completion of preliminary surveying, a more definite estimate of right-of-way impacts will be determined.

## EXHIBIT B

Generally, the right-of-way required for the project ranges between 60 to 80 feet.

- **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.

### **MAJOR ISSUES - PUBLIC TESTIMONY**

Staff held an open house public meeting in Lowell on September 14, 2004. The Roads Advisory Committee subsequently held a Public Hearing on the project on September 29, 2004. Written comments were received until October 8, 2004. The Recommended Design Concept and Findings was mailed to property owners and interested parties for a 30-day review period after approval by the RAC on December 1, 2004. The review period ended on January 3, 2005, and no new written comments were received during that time.

Through discussions with the public, the scaled-down project, including spot improvements and a hard-surfaced roadway, was identified as the preferred alternative. A total of 7 separate written and verbal comments were received during the public process. A summary of comments is below with a Board of Commissioners response, where applicable.

**1. Do you support the improvement project as proposed? (6 comments)**

Support – 6

Support with conditions – 0

Do not support – 0

**2. Is there a design alternative that you prefer over the others? (3 comments)**

Option 1 (Full Standards) – 1

Option 2 (Low-Volume Standards with Spot Improvements) – 2 in support with an asphalt surface treatment rather than chip seal

Option 3 (Just Chip-Seal) – 0

Other - 0

**3. Support for Option 2 with provision of an asphalt-concrete surface instead of a chip seal. (2 comments)**

The recommended design concept is for a triple-shot chip seal surface treatment. Two of the respondents who are in favor of the Option 2 improvements suggested the surface be asphalt-concrete. Lane County staff considered the two surface treatment options.

It was concluded that the triple-shot chip seal is the appropriate treatment in terms of the project budget, future maintenance, and the level of use of the road. A triple-shot chip seal provides significant improvements over the existing gravel surface, and as a wearing course, is structurally adequate for summer traffic and potential timber-related trucking activity. While not as durable as asphalt-concrete paving, the Board recommends the chip seal as the appropriate surface treatment. See the Findings section for additional discussion regarding the surface treatment issue.

**4. Support the establishment of bike lanes as part of the project. (1 comment)**



## EXHIBIT B

Lane County typically does not provide marked bike lanes on its rural system. Rather, the provision of bike facilities is through paved shoulders. Due to steep side slopes, the difficulty and cost of widening West Boundary Road to provide adequate shoulder bikeways is significantly high. The level of daily traffic is also very low, meaning there is not a great need to separate cyclists from busy travel lanes. Therefore, the Board does not recommend bike lanes as part of this project. However, the project will benefit cyclists by providing more width at spot locations and improving the travel surface for smoother rolling and less dust.

### **5. Recommend extending the project improvements to the Willamette National Forest boundary. (1 comment)**

This comment entails improving up to 9 more miles of West Boundary Road beyond the existing project limits. While there is potential benefit to other road users with extension of the improvements, the Board feels this is far beyond the scope and budget for this project, especially relative to the benefit with lower traffic volumes beyond the project limits. The Board does not recommend extending the project beyond the boat ramp at MP 6.4 at this time.

## **FINDINGS**

### **• Existing Road Conditions**

The existing West Boundary Road is characterized as a low-speed, low-volume, mostly winding gravel road. It runs along the northerly shore of Lookout Point Reservoir serving a few local residents, private and national forests, and, at MP 6.4, an improved boat ramp and dock facility with generous paved parking area. Beyond the boat ramp, a reservoir side campground under reconstruction is currently closed.

Lane County road inventory does not rate the condition of gravel roads. Road width varies from about 19 to 21 feet.

### **• Average Daily Traffic**

The most recent traffic counts recorded are listed in the table below in terms of Average Daily Traffic (ADT).

Table 1: Average Daily Traffic for project roadway

<u>Location Along West Boundary Road</u>	<u>Count</u>	<u>(Year)</u>
MP 1.5 (end of pavement)	130	(2004)

### **• Proposed Design Options Considered by the Public**

In 2001, the Department applied for and received a grant from the Oregon Forest Highway Program for \$750,000 to help defray the costs of this project. The proposal outlined a project that upgraded the road to full road design standards that would establish a 24-foot pavement width and allow for vehicles to travel the roadway at a consistent design speed of 30 mph. The original proposal anticipated a project cost of \$3,500,000.

Recent Board of County Commissioner deliberations indicate a desire to better balance the costs of capital projects with the received benefits. This is also important in light of the uncertainty of future Road Fund revenues at this time specifically related to Federal Forest

## EXHIBIT B

Timber Receipt payments. The Board is also interested in ultimately providing projects that are supported by strong public involvement and interests.

The Options Analysis below outlines an effort to satisfy the desires of the Board of Commissioners and the public, while maintaining and supporting the project purpose and need. Discussions with property owners and interested parties indicate a desire to lessen project impacts and preserve the rural and recreational nature of the road.

### Options Analysis

#### **Option 1 – Full Standards Modernization**

<b>Proposed width:</b>	<b>24'</b>
<b>Surface treatment:</b>	<b>A/C Pavement</b>
<b>Design speed:</b>	<b>30 mph</b>
<b>Other Design Features:</b>	<b>Total reconstruction, horizontal and vertical alignment changes, open ditches, guardrail</b>
<b>Cost Estimate:</b>	<b>\$3,200,000</b>

This option is represented in the application for Forest Highway Enhancement funds submitted by the Department on June 18, 2001. This option is also the basis for the amount identified in the Lane County Public Works 2005-2009 Capital Improvement Program of \$3,000,000 for construction and \$300,000 for right-of-way acquisition.

- This option would apply the highest level of roadway standards as outlined in Lane Code and AASHTO design standards. Complete guardrail, side slope, horizontal and vertical alignment and surface type improvements would be accomplished.
- This option requires significant embankment and excavation work in the areas being realigned, and increases the potential for negative environmental impacts and private property impacts.

#### **Option 2 – Low Volume Road Standards with Spot Improvements**

<b>Proposed width:</b>	<b>Up to 22'</b>
<b>Surface treatment:</b>	<b>Triple-shot Chip Seal</b>
<b>Design speed:</b>	<b>30 mph</b>
<b>Other Design Features:</b>	<b>Base rehabilitation, selected horizontal and vertical alignment changes, open ditches, guardrail at spot improvement locations</b>
<b>Cost Estimate:</b>	<b>\$1,200,000</b>

Contractor to perform the alignment adjustments and recondition rest of roadway for \$1 million; County crews to chip seal entire roadway and install guardrail for \$200,000. Realigned sections base design - 0.75" oil shot, over 2" level rock, over 12" base rock.

This option is supported by AASHTO's Guidelines for Geometric Design of Very Low Volume Local Roads ( $ADT \leq 400$ ), which recognizes that it is not cost effective to build low-volume local roads as set forth in its full standard Green Book. AASHTO finds that due to the characteristics of these roads, the Green Book standards can be relaxed without significantly impacting the overall safety of the roadway.

- There are approximately 50 separate curves along the project length with limited tangent lengths.

## EXHIBIT B

- This option reduces project costs significantly. The current Engineer's estimate for construction is approximately \$1.2 million compared to the \$3,000,000 cost of Option 1. Selecting this option could enable the Department and the Tri-agency group to fund other projects of demonstrated need while still meeting the purpose and need of this project.
- Environmental and right-of-way impacts are limited to the spot improvement locations.
- Maintenance costs associated with routine blading, rock application, dust abatement, and related public complaints are reduced upon hard surfacing the road.
- This option proposes to address specific spot locations with horizontal and vertical alignment modifications intended to meet identified design speed standards.
- Guardrail improvements will only be located at spot improvement locations.
- This option is supported by testimony received during the public involvement process for the project.
- While cheaper to construct, the chip seal surface will not have the design life of an asphalt concrete pavement.

### Option 3 – Triple-shot Chip Seal on existing alignment

<b>Proposed width:</b>	<b>19-21'</b>
<b>Surface treatment:</b>	<b>Triple-shot Chip Seal</b>
<b>Design speed:</b>	<b>Existing</b>
<b>Other Design Features:</b>	<b>"Capping" existing road alignment</b>
<b>Cost Estimate:</b>	<b>\$310,000</b>

County crews to recondition existing roadway by blading, adding leveling rock, and preparing gravel road surface for chip seal, \$210,000. County crews to chip seal, \$100,000. No change to roadway alignment or width, use existing base, 0.75" oil shot.

This would be a minimal approach to provide better access to recreational and forest uses.

- This is the least expensive construction option and would make more money available to fund other projects of demonstrated need while still providing for some improvement of the road surface.
- This option does not fully meet the purpose and need of the project in that low-speed curves will remain unimproved except for surface type.
- The project could be constructed entirely with County Maintenance crews and expertise.
- Of the construction options, this option has the least environmental and right-of-way impacts associated with it.
- Maintenance costs associated with routine blading, rock application, dust abatement, and related public complaints are reduced upon hard surfacing the road.
- While cheaper to construct, the chip seal surface will not have the design life of an asphalt concrete pavement.

### Option 4 - No Build - Existing Conditions

<b>Proposed width:</b>	<b>19-21'</b>
<b>Surface treatment:</b>	<b>Gravel</b>
<b>Design speed:</b>	<b>N/A</b>

## EXHIBIT B

<b>Other Design Features:</b>	<b>Characterized as winding gravel road with steep sideslopes along several segments of roadway</b>
<b>Cost Estimate:</b>	<b>N/A</b>

Selecting this option would assume that the project is not a priority, at this time, and would not satisfy a public purpose and need. A uniform roadway width would not be established; the road would remain gravel with no drainage or guardrail improvements between MP's 1.70 and 6.40.

- This option has the least environmental and private property impacts related to construction activities.
- There are specific curves along the project length that have been identified for alignment adjustment in order to establish consistent design speed standards. This option would maintain the existing alignment and not realign these curves.
- This option is not supported by testimony received during the public involvement process for this project or past public hearings associated with the annual adoption of Lane County Public Works' CIP.
- In general, gravel roads require more maintenance effort than hard surfaced roads. Labor, Materials and Equipment costs associated with routine blading, rock application, dust abatement, and related public complaints are reduced upon hard surfacing the road.

Considering the above analysis and the public record established for this project, the Board of Commissioners finds that Option 2 is the preferred design alternative with spot improvements and up to a 22-foot triple-shot chip seal roadway. The Board recognizes that providing 22 feet of road width will not be feasible along the entire project length. The recommended design concept states the minimum width provided will be no less than 19 feet.

- **Proposed use of "Low-Volume" Road Design Standards**

This design concept is supported by AASHTO's 2001 publication *Guidelines for Geometric Design of Very Low-Volume Local Roads (ADT ≤ 400)*, which recognizes that it is not cost effective to build low-volume local roads as set forth in its full standard Green Book. AASHTO finds that due to the characteristics of these roads, the Green Book standards can be relaxed without significantly impacting the overall safety of the roadway. Examples of the characteristics discussed here include:

- Year 2020 ADT is less than 400 vehicles per day
- The low traffic volumes suggest that multiple-vehicle collisions are rare events
- The local nature of the road means that most motorists using the road have traveled it before and are familiar with its features.

### Findings Supporting use of "Low-Volume Road Standards"

- West Boundary Road is classified as a Rural Minor Collector. Although the title states "Local Roads", the Guidelines provide for the application of these standards to roads that are functionally classified as collectors as long as they meet the characteristics of "very low-volume roads" as presented above.
- Recent traffic counts performed by the Department show an average daily traffic volume of 130 and a maximum projected traffic volume of 320 in 2020. It is assumed

## EXHIBIT B

that West Boundary Road primarily serves drivers who are familiar with the roadway (repeat drivers) with occasional through traffic.

- Main uses include passenger cars, log trucks and vehicles pulling boat trailers.
- Crash data (2001) show 24 collisions, injuring 38 people, over the last 20 years. Data show that collisions are predominately due to "driving too fast for conditions – not speeding". This would suggest that the provision of a paved surface with striping and guardrail might reduce the potential for this type of crash by providing a better gripping surface and guidance assistance.

With the rationale above, the Roads Advisory Committee finds that use of "AASHTO Low-volume Road Standards" is appropriate.

- **Proposed Surface Treatment**

The project proposes to use a triple-shot chip seal instead of asphalt-concrete pavement for the wearing surface of the roadway.

The benefit of a triple-shot chip seal is realized through cost savings in both present and future terms. Present cost savings are reflected in the application of the chip seal versus an asphalt-concrete overlay during the construction period. For the surface treatment alone, application of a ¾ inch chip seal is estimated to cost about \$95,000 compared to about \$320,000 for two inches of asphalt-concrete.

Future cost savings are reflected in the probability of failing points in the road subgrade. Since the project is reconditioning the road base and is not a full reconstruction, there is a greater likelihood of failure at spot locations based on past history and existing conditions. Chip seal is a more malleable treatment that may hold up better than asphalt-concrete at these potential problem areas. In the case of a larger road failure, the investment loss is less with chip seal than with an asphalt-concrete surface. The use of chip sealing is therefore an investment strategy in terms of potential future road failures and repairs.

While it is true that asphalt-concrete pavement will have a longer design life, the triple-shot chip seal will provide a very adequate hard surface that will greatly improve existing conditions and meet the intent of the project. The disadvantage in providing a less durable wearing surface is outweighed by cost investment considerations. Given local conditions and costs/benefits, a triple-shot chip seal was determined to be the appropriate surface treatment.

- **Proposed Spot Improvements**

There are up to nine specific curve locations with horizontal and vertical alignment modifications intended to meet identified design speed standards. Typically, these modifications require an increase in curve radius at the following locations. Each curve has been given a number along the alignment and are referenced in relation to engineering stations as follows:

**STA 105+00** – Existing curves #6 and #7 are back-to-back 15 mph curves with documented crashes occurring at this location. Spot improvements consist of increasing curve #6 to a higher 25 mph design followed by curve #7 designed for 30 mph. Design criteria contained in the applied standards provide for guardrail installation on reservoir side of 25 mph curves at this location.

## EXHIBIT B

**STA 155+00** – Existing curve #17 is a 25 mph curve not preceded by a speed-tempering curve. Spot improvement consists of alignment adjustment and curve design increased to 30 mph.

**STA 165+00** – Existing curve #19 spot improvements include an alignment adjustment to facilitate an increase in curve radius.

**STA 225+00** – Existing curve #30 is a 25 mph curve not preceded by a speed-tempering curve. Spot improvement consists of minor alignment adjustment to facilitate a 30 mph curve.

**STA 235+00** – Spot improvement consists of minor alignment adjustment to facilitate design speed.

**STA 265+00** – Existing curves #36 and #37 are 25 mph curves with documented crashes occurring at this location. Spot improvement consists of an alignment adjustment to facilitate a single 30 mph curve to replace the two existing curves.

**STA 285+00** – Spot improvement consists of minor alignment adjustment to facilitate design speed.

**STA 320+00 through 330+00** – Existing curves #48 and #50 are below the minimum design speed of 25 mph. Spot improvement includes an alignment adjustment to increase curve radii to accommodate a 25 mph design speed. Design criteria contained in the applied standards provide for guardrail installation on reservoir side of 25 mph curves at this location.

The curve at Station 79+00 will be further evaluated as well, which is just before the beginning of the proposed project limits.

The number and extent of spot location improvements may change as surveying and more detailed design work is conducted upon adoption of the design concept. It is not anticipated that additional spot improvement locations will be identified other than to meet the design speed criteria.

- **Proposed Guardrail**

Guardrail is being proposed at locations where spot improvements are taking place and that meet design criteria for this element as outlined in the applied standards.

- **Proposed Alternative Modes Accommodation**

West Boundary Road will function as a shared roadway for bike and pedestrian traffic. The Oregon Bike and Pedestrian Plan states shared roadways are suitable in rural areas where traffic volumes are low and speeds are not high. With low traffic volumes and a rural setting with limited development, separate bike or pedestrian facilities are not warranted on West Boundary Road. Improvements to the road, however, will benefit cyclists with a wider travel surface at spot locations and a hard surface treatment for smoother rolling and less dust.

The Transportation Planning Rule (TPR) of the Oregon Administrative Rules (OAR 660-12) requires the County to construct bikeways along arterials and major collectors during reconstruction projects. West Boundary Road is classified as a minor collector, thus there is no State directive for providing separate bike facilities. The TPR requires sidewalks along most streets in urban areas—West Boundary Road is not an urban project.

- **Environmental**

Potential impacts to streams may require permits from the US Army Corp of Engineers and the Oregon Department of State Lands. The project will also be evaluated for potential impacts to Threatened and Endangered Species. Upon adoption of the design concept,

## **EXHIBIT B**

evaluation of specific environmental impacts will proceed and necessary permits will be processed. With the funding from Federal Highways, there will be a need to satisfy federal environmental assessment criteria. The project shall comply with all local, state, and federal environmental laws.

- **Proposed Right-of-way Requirements**

Due to recent experience with other capital projects, the Department has postponed preliminary surveying activities for this project in an effort to reduce wasted resources in the event that the project does not receive general approval and is subsequently not supported by the Board of Commissioners. As such, precise survey information is not available for the project at this time and the Department is unable to indicate exact right-of-way requirements or impacts. Upon adoption of a design concept by the Board of Commissioners, preliminary surveying will be performed in order to tie in property corners, existing right-of-way, and topography with established control points. At this time, right-of-way acquisition costs are estimated to be 10 percent of the construction cost.

Preliminary research performed on the status of existing right-of-way for West Boundary Road indicates that the road resides as an easement on property owned by the Army Corps of Engineers. Modifications to the easement related to this project will have to be processed through the Corps as well as private property owners as needed.

- **Policy Framework**

The proposal is subject to requirements of the Oregon Transportation Planning Rule (TPR), Lane County Rural Comprehensive Plan and Lane County Transportation System Plan (TSP).

Land use compliance is implemented through the zoning provisions in Lane Code Chapter 16. Adjacent zoning to the project is F1 Nonimpacted Forest Lands and F2 Impacted Forest Lands. The proposed project is a permitted use in these zones pursuant to Lane Code 16.210(2)(k) and Lane Code 16.211(2)(m). Lane Code is written to comply with state land use planning rules including the Transportation Planning Rule.

The Lane County TSP is an element of the Lane County Rural Comprehensive Plan. The project complies with the goals and policies of the TSP directed at maintaining the safety and function of the County road network through the Capital Improvement Program and application of road design standards. West Boundary Road is listed in the TSP project list as project number 131.

Based on evidence contained in this record, and testimony presented in public meetings, the Roads Advisory Committee finds the proposal satisfies these planning requirements.

# ATTACHMENT 1

## Public Record for West Boundary Road Improvement Project

9/14/04 Open House & 9/29/04 Public Hearing Notification Postcards.....	1-1
Information Sheet provided at Public Hearing 9/29/2004 .....	1-2
Original Written Testimony Sorted by Last Name .....	1-3
Oral Testimony Minutes from Roads Advisory Committee	
Public Hearing 9/29/04 .....	1-4
Notification of 30-Day Public Review Letter 12/2/04.....	1-5



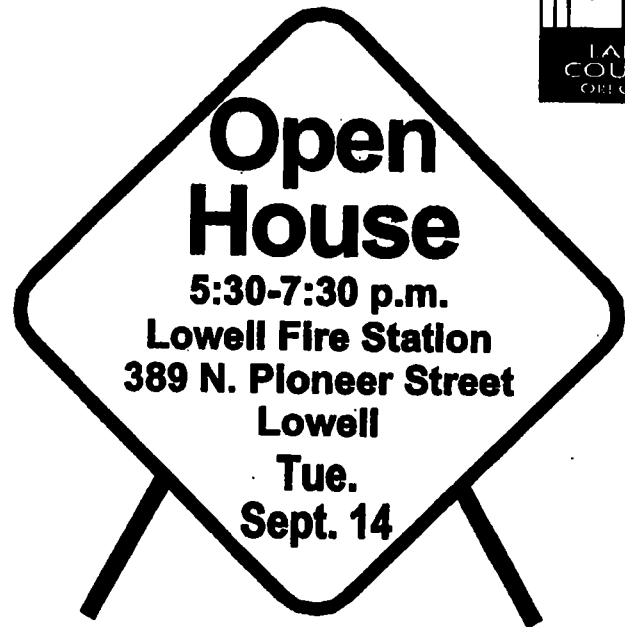
# West Boundary Road

(MP 1.67 to Bannister Creek Boat Launch)



## General Information

- A capital project funded by Lane County's Capital Improvement Program (CIP) and Federal Forest Highways money for the section of West Boundary Road from MP 1.67 to Bannister Creek Boat Launch.
- The project proposes upgrading the road with a paved surface and possible realignment.
- Three design alternatives will be presented at the Open House.
- The project is in the public input phase which is your opportunity to attend the public meetings and help shape it's development.
- If approved by the Board of Commissioners, construction will begin the summer of 2006.



## Open House Format

- An informal opportunity to review and discuss the proposal with County staff. A formal public hearing is scheduled for September 29, 2004.

*For more information contact Mike Russell, CIP Coordinator, 541-682-6949 (1-800-826-8978 County residents only). Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 Or e-mail, [mike.russell@co.lane.or.us](mailto:mike.russell@co.lane.or.us). To comment on-line, visit our website at [www.co.lane.or.us](http://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.*

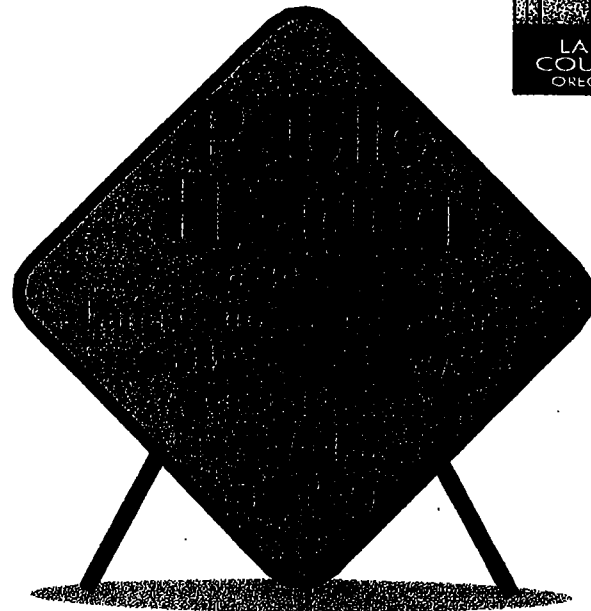
# West Boundary Road

(MP 1.67 to Bannister Creek Boat Launch)



## General Information

- A capital project funded by Lane County's Capital Improvement Program (CIP) and Federal Forest Highways money for the section of West Boundary Road from MP 1.67 to Bannister Creek Boat Launch.
- The project proposes upgrading the road with a paved surface and possible realignment.
- Three design alternatives will be considered.
- 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 2006.



## Public Hearing Format

- A formal opportunity for the public to provide testimony to the Roads Advisory Committee concerning this project.
- An opportunity to submit written and oral testimony.

*For more information contact Mike Russell, CIP Coordinator, 541-682-6949 (1-800-826-8978 County residents only). Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 Or e-mail, [mike.russell@co.lane.or.us](mailto:mike.russell@co.lane.or.us). To comment on-line, visit our website at [www.co.lane.or.us](http://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.*

# West Boundary Road Improvement Project

## MP 1.67 to Bannister Creek Boat Launch



**Public Hearing**  
Lane County Public Works  
3040 N Delta Hwy, Eugene, OR  
September 29, 2004  
6:30pm

- **Public Hearing Format**

6:30 p.m. Project Presentation by Lane County Public Works Staff

6:50 p.m. Public Hearing

- **Why is Lane County Public Works staff here?**

The purpose of this Public Hearing is to gather testimony related to the proposed improvement project from property owners, interested parties and agencies. Tonight, you will have an opportunity to address the Roads Advisory Committee in a formal setting to give oral or written testimony that establishes a public record for the project.

The Roads Advisory Committee is made up of citizens who are appointed by the Board of Commissioners to advise them on road matters within Lane County.

- **General Information**

West Boundary Road is a low-speed, low-volume, mostly winding gravel road. It is classified as a Rural Minor Collector and runs along the northerly shore of Lookout Point Reservoir serving a few local residents, private and national forest lands, and at MP 6.4, an improved boat ramp facility operated by the Army Corps of Engineers.

#### **Traffic Counts**

Recent traffic counts performed by the Department show an average daily traffic volume of 80 and a maximum projected traffic volume of 320 in 2020. It is assumed that West Boundary Road primarily serves drivers who are familiar with the roadway (repeat drivers) with occasional through traffic.

#### **Accidents**

Accident data (2001) show 24 accidents, injuring 38 people, over the last 20 years. Data show that accidents are predominately due to "driving too fast for conditions – not speeding".

#### **Project Purpose**

The purpose and need of the project is to provide improved access to recreational and forest uses by establishing a hard surfaced cross-section that is bounded by adequate drainage ditches, acceptable side slopes and guardrail where determined appropriate.

#### **Oregon Forest Highway Enhancement Program**

In 2001, the Department applied for and received a grant from the Oregon Forest Highway Program for \$750,000 to help defray the costs of this project. The proposal outlined a project that upgraded the road to full road design standards that would establish a 24-foot pavement width and allow for vehicles to travel the roadway at a consistent design speed of 30 mph. The proposal anticipated a project cost of nearly \$3,000,000.

## • Design Alternatives

Recent Board of County Commissioner deliberations indicate a desire to better balance the costs of capital projects with the received benefits. This is also important in light of the uncertainty of future Road Fund revenues at this time specifically related to Federal Forest Timber Receipt payments. The Board is also interested in ultimately providing projects that are supported by strong public involvement and interests. Informal discussions with property owners and interested parties also indicate a desire to lessen project impacts and preserve the rural and recreational nature of the road.

In an effort to satisfy the desires of the Board of Commissioners and residents, while maintaining and supporting the project purpose and need, staff developed a total of four design alternatives for the public to consider, including a "No-Build" option.

### Option 1 – Full Standards Modernization

<b>Proposed width:</b>	<b>24'</b>
<b>Surface treatment:</b>	<b>A/C Pavement</b>
<b>Design speed:</b>	<b>30 mph</b>
<b>Other Design Features:</b>	<b>Total reconstruction, horizontal and vertical alignment changes, open ditches, guardrail</b>
<b>Cost Estimate:</b>	<b>\$3,200,000</b>

This option is represented in the application for Forest Highway Enhancement funds submitted by the Department on June 18, 2001. This option is also the basis for the amount identified in the Lane County Public Works 2005-2009 Capital Improvement Program of \$3,000,000 for construction and \$300,000 for right-of-way acquisition.

- This option would apply the highest level of roadway standards as outlined in Lane Code and AASHTO design standards. Complete guardrail, side slope, horizontal and vertical alignment and surface type improvements would be accomplished.
- This option requires significant embankment and excavation work in the areas being realigned, and increases the potential for negative environmental impacts and private property impacts that are undesirable.

### Option 2 – Low Volume Road Standards with Spot Improvements

<b>Proposed width:</b>	<b>22'</b>
<b>Surface treatment:</b>	<b>Triple-shot Chip Seal</b>
<b>Design speed:</b>	<b>35 mph</b>
<b>Other Design Features:</b>	<b>Base rehabilitation, selected horizontal and vertical alignment changes, open ditches, guardrail at spot improvement locations</b>
<b>Cost Estimate:</b>	<b>\$670,000</b>

Contractor to perform the realignments and recondition rest of roadway for \$500,000. County crews to chip seal entire roadway and install guardrail for \$170,000. Realigned sections base design - 0.75" oil shot, over 2" level rock, over 12" base rock.

This option is supported by AASHTO's Guidelines for Geometric Design of Very Low-Volume Local Roads ( $ADT \leq 400$ ), which recognizes that it is not cost effective to build low-volume local roads as set forth in its full standard Green Book. AASHTO finds that due to the characteristics of these roads, the Green Book standards can be relaxed without significantly impacting the overall safety of the roadway.

- The current Engineer's estimate for construction is approximately \$670,000 compared to the \$3,000,000 cost of Option 1. Selecting this option could enable the Department and the Tri-agency group to fund other projects of demonstrated need while still meeting the purpose and need of this project.
- Environmental and right-of-way impacts are limited to the spot improvement locations.

- Maintenance costs associated with routine blading, rock application, dust abatement, and related public complaints are reduced upon hard surfacing the road.
- This option proposes to address six specific spot locations with horizontal and vertical alignment modifications intended to meet identified design speed standards.
- Guardrail improvements will only be located at spot improvement locations.
- While cheaper to construct, the chip seal surface will not have the design life of an asphalt concrete pavement.

**Option 3 – Triple-shot Chip Seal on existing alignment**

<b>Proposed width:</b>	<b>22'</b>
<b>Surface treatment:</b>	<b>Triple-shot Chip Seal</b>
<b>Design speed:</b>	<b>Existing</b>
<b>Other Design Features:</b>	<b>“Capping” existing road alignment</b>
<b>Cost Estimate:</b>	<b>\$310,000</b>

County crews to recondition existing roadway by blading, adding leveling rock, and preparing gravel road surface for chip seal, \$210,000. County crews to chip seal, \$100,000. No change to roadway alignment or width, use existing base, 0.75" oil shot.

This would be a minimal approach to provide better access to recreational and forest uses.

- This is the least expensive construction option and would make more money available to fund other projects of demonstrated need while still providing for some improvement of the road surface.
- This option does not fully meet the purpose and need of the project in that low-speed curves will remain unimproved except for surface type.
- The project could be constructed entirely with County Maintenance crews and expertise.
- Of the construction options, this option has the least environmental and right-of-way impacts associated with it.
- Maintenance costs associated with routine blading, rock application, dust abatement, and related public complaints are reduced upon hard surfacing the road.
- While cheaper to construct, the chip seal surface will not have the design life of an asphalt concrete pavement.

**No Build - Existing Conditions**

<b>Proposed width:</b>	<b>19' – 21'</b>
<b>Surface treatment:</b>	<b>Gravel</b>
<b>Design speed:</b>	<b>Varies</b>
<b>Other Design Features:</b>	<b>Characterized as winding gravel road with steep sideslopes along several segments of roadway</b>
<b>Cost Estimate:</b>	<b>N/A</b>

Selecting this option would assume that the project is not a priority, at this time, and would not satisfy the purpose and need of the project. A uniform roadway width would not be established; the road would remain gravel with no drainage or guardrail improvements between MP's 1.70 and 6.40.

- This option has the least environmental and private property impacts related to construction activities.
- There are six specific curves along the project length that have been identified for realignment in order to establish consistent design speed standards. This option would maintain the existing alignment and not realign these curves.
- This option is not supported by testimony received during past public hearings associated with the annual adoption of Lane County Public Works' CIP.
- In general, gravel roads require more maintenance effort than hard surfaced roads. Labor, Materials and Equipment costs associated with routine blading, rock application, dust abatement, and related public complaints are reduced upon hard surfacing the road.
- The Federal Highway Administration does not support this option.

- **Process**

After tonight's hearing, comments received will be organized and presented to the Lane County Roads Advisory Committee (RAC) along with a staff recommendation on a design concept and findings. After the RAC adopts a recommendation for a project design concept, a packet of the recommended 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?**

Comment sheets are available tonight and you are encouraged to fill them out and hand them in before you leave or mail them in at a later date. The record for the hearing will stay open until October 8, 2004 at which time all comments should be turned in.

Written. Written comments may be submitted anytime up until 5:00pm on October 8, 2004.

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

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

[mike.russell@co.lane.or.us](mailto: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.

# FAQ's

The following are answers to frequently asked questions about CIP Projects:

## **Who provides funding for this project?**

Funding for the project is currently approved in the County's Capital Improvement Program (CIP) with construction programmed in fiscal year 2006. Projects in the CIP are funded by the County's Road Fund. Revenue for the Road Fund comes primarily from Highway Fund Transfers (approx. 42%) and Federal Timber Receipts (approx. 48%). The remainder comes from interest earnings from investments, Federal Aid, and other smaller sources. No property taxes go to the Road Fund. Only road items, as defined by the Oregon Constitution, can use Road Fund monies.

This project is also using Oregon Forest Highway grant funds for the project. These funds are designated for use on roads that are designated as Forest Highways and are available to agencies such as Lane County on a periodic basis.

## **What about impacts to wetlands?**

We try to avoid wetlands if possible. If we have to fill wetlands as part of a project, we are required to mitigate for the disturbed area. We obtain permits from the Corps of Engineers (Federal) and Division of State Lands (State) that specify the conditions of mitigation. Then we abide by the conditions set forth in the permits issued for the project by each respective agency.

We expect that there will be impacts to environmentally sensitive areas along the project. Since federal money is being used for the project, specific guidelines will be followed and documentation produced that will document impact and mitigation.

## **What about acquiring private property?**

If the County needs to acquire private property for the proposed improvements, the property owner will be compensated based on the fair market value of the land and improvements within the acquired area. The Right-of-Way Section of the Engineering Division handles this process and will contact you if your property will be affected. If you would like more information about the right-of-way acquisition process, please contact the Lane County Public Works Right-of-Way Management Section at 682-6900 or speak to Public Works Staff this evening.

## **How long will the construction last?**

Utility relocation usually starts in March with a lot of activity as each utility has their own crews relocating in anticipation of the road improvements. Actual road construction will probably start in June if the weather cooperates. A project like this should be completed by November of the same year.

# COMMENT SHEET



Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday October 8, 2004 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: West Boundary Road Improvement

Name Jim Chapman

Address ~~8376~~ 41295 Edith Rd

Mailing Address Box 376

Lowell, OR 97452

Phone 937 2992

	<b>Support</b>	<b>Support with conditions</b> (please explain in Comments section)	<b>Do Not Support</b> (please explain in Comments section)
1. In general, do you support the improvement of West Boundary Road? (Marking "Do Not Support" indicates support for "No-Build" design alternative)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<b>Option 1</b> (Full Standards)	<b>Option 2</b> (Low-volume Standards with Spot Improvements)	<b>Option 3</b> (Just a Chip-Seal)
2. Is there a design alternative that you prefer over the others? If so, which one?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Is there another option you feel we should consider? Please explain below.		<i>w/ asphalt instead of chip seal</i>	

Comments:

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(continue on back)

## **PATTLE Mike A**

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**From:** Norm Seubert [seubert@pacifer.com]  
**Sent:** Wednesday, September 29, 2004 9:08 PM  
**To:** mike.russell@co.lane.or.us  
**Subject:** West Boundary Road

**Categories:** NoHTML

Hello Mr Russell,

I was unable to attend the Public Hearing Weds night, but I would like to offer a few comments about the proposed project.

Our Family has owned property on the road for almost 40 years. Our section of land is near the eight mile post; Bannister Creek runs through the middle of it. Our goal is to manage the property for multiple use-- recreation, wildlife habitat, and sustained-yield timber production. The improvement of the West Boundary Road would make the job of managing and using our Forest Preserve more efficient, as well as making the drive up there less dangerous. We would like to suggest that the road improvement project be extended to the Willamette National Forest boundary. This would enable the Corp of Engineer campground, Bannister Creek Forest Preserve, and the Willamette National Forest trail head/ maintainence area to all benefit from having good road surface access. The National Forest Boundary would be a good place for vehicles unsuitable for rough roads to turn around in the circular parking area there, as well as a parking area for hikers.

Thanks for your time,

Sincerely,

Norm Seubert  
28667 Spencer Creek Road  
Eugene, OR 97405  
503 9706514  
seubert@pacifer.com <mailto:seubert@pacifer.com>





# CITY OF LOWELL

PO Box 490 Lowell, Oregon 97452  
Ph: 541-937-2157 Fax: 541-937-2838  
Email: [spiescf@lowell-or.gov](mailto:spiescf@lowell-or.gov)

September 22, 2004

Mike Pattle  
Lane County Public Works  
3040 N. Delta Highway  
Eugene, OR 97498

Dear Mike,

First of all, welcome aboard. I just got Mike's Russell's e-mail.

Enclosed is City of Lowell Resolution 402, supporting improvements to West Boundary Road along the north side of Lookout Point Reservoir. The City of Lowell strongly supports this project as indicated in the Resolution. Please place our Resolution in the record of the public hearing before the Roads Advisory Committee being held on September 29<sup>th</sup> and in the record of any subsequent hearing before the Board of Commissioners.

Thank you,

Charles F. Spies  
City Administrator

Enclosed: City of Lowell Resolution 402

**CITY OF LOWELL**

**RESOLUTION 402**

**A RESOLUTION SUPPORTING IMPROVEMENTS TO WEST BOUNDARY ROAD  
ALONG THE NORTH SIDE OF LOOKOUT POINT RESERVIOR**

**WHEREAS**, Lane County has identified a capital improvement project to improve West Boundary Road, located on the north side of Lookout Point Reservoir, and

**WHEREAS**, improvement to West Boundary Road has been needed for many years and the condition of the road continues to deteriorate, and

**WHEREAS**, Lookout Point Reservoir is an ideal, but under utilized, recreational area nearby to the Eugene/Springfield metropolitan area, and such improvements to West Boundary Road are vital as a first step in opening up significant additional recreational opportunities for Lookout Point Reservoir, and

**WHEREAS**, such improvements to access and the greater potential for recreational facilities they would afford, would greatly benefit both the recreational opportunities for Lowell's residents and economic well being of Lowell, now therefore,

**BE IT RESOLVED** that the Lowell City Council strongly support improvements being considered to West Boundary Road by Lane County, specifically improvement Option 2 presented by Lane County Public Works, modified for asphalt pavement instead of chip seal, and urge the Lane County Roads Advisory Committee to recommend and the Lane County Board of Commissioners to approve the project and provide for its funding at the earliest opportunity.

**BE IT FURTHER RESOLVED**, that the Lowell City Council urge, support and join with Lane County, the U.S. Army Corps of Engineers, U. S. Forest Service and all other stakeholders, development of a plan to improve and enhance recreational opportunities made possible by Lookout Point Reservoir and the proposed West Boundary Road improvements.

**ADOPTED** by the City Council this 21<sup>st</sup> day of September, 2004

Ayes 3  
Nays 0

Approved: \_\_\_\_\_

Warren R. Weathers, Mayor

Attest: \_\_\_\_\_

Charles F. Spies, City Administrator

# COMMENT SHEET



Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday October 8, 2004 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:** West Boundary Road Improvement

Name Maureen M. Weathers  
Address # 29 South Alder  
Mailing Address P.O. Box 302  
Lowell OR 97452  
Phone 541-937-3738

- |  |                                     |  |   |
|--|-------------------------------------|--|---|
|  | <b>Support</b>                      | <b>Support with conditions</b><br>(please explain in Comments section) | <b>Do Not Support</b><br>(please explain in Comments section) |
| 1. In general, do you support the improvement of West Boundary Road?<br>(Marking "Do Not Support" indicates support for "No-Build" design alternative) | <input checked="" type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/>                                      |
|  | <b>Option 1</b><br>(Full Standards) | <b>Option 2</b><br>(Low-volume Standards with Spot Improvements)       | <b>Option 3</b><br>(Just a Chip-Seal)                         |
| 2. Is there a design alternative that you prefer over the others? If so, which one?  | <input type="checkbox"/>            | <input type="checkbox"/>   | <input type="checkbox"/>                                      |
| 3. Is there another option you feel we should consider? Please explain below.  |                                     |  |   |

Comments: This road improvement will allow/promote utilization of an underutilized public resource.

(continue on back)

# COMMENT SHEET



Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday October 8, 2004 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:** West Boundary Road Improvement

Name Warren R. Weathers

Address P.O. Box 302

Mailing Address Lowell, OR 97452

Phone (541) 937-3738

- |  | Support                             | Support with conditions<br>(please explain in Comments section) | Do Not Support<br>(please explain in Comments section) |
|--|-------------------------------------|---|--|
| 1. In general, do you support the improvement of West Boundary Road?<br>(Marking "Do Not Support" indicates support for "No-Build" design alternative) | <input checked="" type="checkbox"/> | <input type="checkbox"/>  | <input type="checkbox"/>                               |
|  | Option 1<br>(Full Standards)        | Option 2<br>(Low-volume Standards with Spot Improvements)       | Option 3<br>(Just a Chip-Seal)                         |
| 2. Is there a design alternative that you prefer over the others? If so, which one?  | <input checked="" type="checkbox"/> | <input type="checkbox"/>  | <input type="checkbox"/>                               |
| 3. Is there another option you feel we should consider? Please explain below.  |                                     |   |  |

Comments: Paving West Boundary is important to our community's economy. Recreation dollars support services in Lowell which would not be available if they were entirely dependant on our resident population. (continue on back)

## ROADS ADVISORY COMMITTEE

September 29, 2004  
6:30 p.m.

**MEMBERS PRESENT:** Pete Maury, Don McClure, Tom Poage, Jack Radabaugh, Leo Stapleton

**MEMBERS ABSENT:** Jody Ogle, Rex Redmon

**COUNTY STAFF:** Sonny Chickering, Bill Morgan, Mike Russell, Mike Pattle, Vonnie Rainwater

Stapleton called the meeting to order at 6:30 p.m.

### I. PUBLIC HEARING – WEST BOUNDARY ROAD IMPROVEMENT PROJECT

Stapleton opened the public hearing but stated that the staff presentation wouldn't be until 7:00 pm as the Register Guard printed the meeting time as 7:00 pm.

1. Chuck Spies, PO Box 490, Lowell, representing the City of Lowell, stated that the Lowell City Council supports the project and Option 2 with pavement instead of chip seal. This road is a gateway to Lookout Point Reservoir and this project would be the first step to opening Lookout Point Reservoir to more recreational possibilities. He doesn't feel we need to do the full road improvement project, as there is concern that it would increase high speeds. There are complaints of dust in the summer.
2. Jim Chapman, PO Box 376, Lowell, stated he has resided on the road for 25 years and favors the project. He also endorses Option 2 with asphalt instead of chip seal. He feels the asphalt will stand up better if log trucks start hauling logs out of this area again. He doesn't feel it needs to be improved to a Class A standard. He indicated that boaters don't take their boats on the gravel road because the gravel damages their boats. The U.S. Army Corps of Engineers is considering developing Ivan Oakes campground. His mother, Iris, also resides on the road and favors the project.

McClure asked how many residents live on the road. Chapman stated that there are 4 residences.

3. Todd Pierce, U.S. Army Corps of Engineers Park Ranger, stated that he concurs with the improvement project. The improvement would enhance usage of the Signal Pt. boat launch facility. If there is a water rescue call, the emergency vehicles have to use the gravel road, which slows response time.

McClure stated he couldn't find Bannister boat landing. Pierce stated that it's up the road about 1-½ miles from Signal Pt.

Pierce added that during the summer time the Oregon State Police patrols the road and they could respond faster if the road was improved.

Russell indicated that staff held a public meeting in Lowell on September 14, 2004, on the proposed project design. There were 5 residents who attended. He reviewed the options for the project and comments heard at the meeting. Staff will have a recommended design concept for the Committee to review at the October meeting. Option 1 will straighten out some of the 15 mph curves to 35 mph. He reviewed some of the pros and cons for the design concept. Option 2 will improve the curves to 25 mph design speed. Some of the comments received were support project, do something, accommodate bicycles, and surface be asphalt concrete. The recommended design concept will be sent to property owners in November for a 30-day comment period. Staff anticipates sending the design concept to the Board in December for adoption.

McClure asked what the ADT is on the road. Russell replied that there are 80 vehicles per day. Morgan added that planned projected use of the boat ramp and recreational use anticipate increased ADT. Russell stated that if there were a timber sale in the area, there would be a lot of truck traffic.

Radabaugh asked if staff had a feel for right-of-way acquisition impacts or opposition. Russell stated that some of the property is private timber companies and the downside is U.S. Army Corps property. There are 35 separate owners on the road.

## II. APPROVAL OF MINUTES

Motion: McClure moved to approve the minutes of July 28, 2004. Radabaugh seconded. All present voted in favor and motion carried.

## III. CIP PRIORITIZATION

Chickering distributed a copy of the packet and stated he discussed this item with the Board today. At the last CIP review the Board commented that it was difficult to compare projects and prioritize them and asked staff to come back with a prioritization process. The Board had requested more information in making a decision on which project to fund or not fund. Other factors considered include rural vs. urban and scope of project. He shared some of the comments from the Board – focus on safety, accident reduction, enforcement (where are police writing tickets), public buy-in, tie road project to economic development. The Board indicated they liked the criteria developed for the CaPP program. They also suggested comparing the road and how it meets the goals of the TSP. Staff will be going back to the Board in December to get the Board to approve the criteria before updating the next CIP.

McClure suggested including public input in the criteria so we know if there is public support for the project.

Chickering stated that it has been difficult to decide how much advance work to do on a project. He added that Commissioner Morrison has been frustrated with projects nearly designed and then residents don't want it.

Russell stated that staff could send a mailing to residents when considering a particular project in the CIP to get public input.

Radabaugh commented that ODOT sends out newsletters and news releases on projects.



## 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  
 WEST BOUNDARY ROAD IMPROVEMENT PROJECT  
 MP 1.7 TO MP 6.4  
 CIP PROJECT #6270-1**

December 2, 2004

Dear Property Owner or Interested Party:

On December 1, 2004, Lane County's Roads Advisory Committee (RAC) publicly considered and approved a design concept for West Boundary Road. According to County procedures for public involvement, the RAC's "Recommended Design Concept and Findings" (enclosed) is now being mailed to abutting property owners and interested parties for review and comment.

The recommended design concept was presented to the RAC on September 29<sup>th</sup> at the public hearing. The RAC made no changes to the design concept as it was presented. The design concept involves base rock rehabilitation with a triple shot chip seal to create a hard surface, and selected horizontal and vertical alignment changes, open ditches, and guard rail at spot locations. Recommended project design details are provided in the attached document, along with the public comment record.

**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 right-of-way acquisition, with a construction target of Summer 2006. However, if within this comment period, over fifty percent of adjacent landowners of record along the proposed 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 January 2, 2005. 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  
 Attn: Mike Pattie  
 3040 North Delta Highway  
 Eugene OR 97408-1696

Or Email: [mike.pattie@co.lane.or.us](mailto:mike.pattie@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 Pattie  
 Engineer Associate

Encl: West Boundary Road Recommended Design Concept and Findings



2006

WESTERN FEDERAL LANDS HIGHWAY DIVISION  
610 EAST FIFTH STREET  
VANCOUVER, WA 98661-3801  
(360) 619-7700 FAX: (360) 619-7846

U.S. Department  
of Transportation

**Federal Highway  
Administration**

May 11, 2006

Refer to: HPA-17.11

File: 713 #1

Mr. Mike Russell  
Capital Improvement Coordinator  
Lane County Department of Public Works  
3040 North Delta Highway  
Eugene, OR 97408-1696

Dear Mr. Russell:

OR PFH 181-1(1) West Boundary Road

Lane County staff has notified Western Federal Lands Highway Division (WFLHD) that the County's recommended design alternative for the project has changed. Thank you for keeping us informed. The following are the reasons provided in the County's draft Letter of Findings:

Lane County's preliminary engineering since yielded a preferred design alternative in March 2006 which has eliminated spot improvements, with the following project constraints identified as the basis for this decision:

- Strong likelihood of geotechnical instability resulting from sliver excavation and fill slopes in areas of proposed spot improvements.
- Existing geometric conditions at curves throughout the project length include adverse superelevation conditions in outside lane locations, a condition potentially requiring either total reconstruction, fill widening toward the adjacent reservoir, and/or excavation (cuts) extending upslope in order to meet AASHTO design standards.
- Right-of-way impacts including timber removal, primarily due to width of excavation slopes required to meet design standards in proposed areas of spot improvements.
- Concern for significant project construction costs involved in improving the very limited net length of W. Boundary Road at the spot improvement locations; difficulty in justifying resulting costs for the limited benefits realized at the spot improvements.

Public testimony received primarily has supported only elimination of loose gravel roadway conditions to improve safety and to eliminate damage to recreational equipment; public comments indicated that elimination of gravel surfacing would address most all of the safety issues associated with this roadway segment.

The proposed change in recommended design alternative has been presented to the Oregon Forest Highway Program Tri-Agency. The following excerpt is from the attached 10/15/04 letter to the County regarding the proposed alternatives:



“The Tri-Agency would not contribute to Option 3-Triple Shot Chip Seal on existing alignment due to the lack of safety improvements (no curve corrections or guardrail). It is felt that providing a paved surface with no safety improvements may increase accidents due to the tendency to drive faster on the current alignment and conditions.”

Also attached is the 10/06/04 letter from the County to WFLHD with information on the project status and the recommended alternative at that time.

The Tri-Agency is of the same position as presented in the 10/15/04 letter and will not be contributing to the surfacing project. If you have any questions regarding this project or the Tri-Agency decision, please contact John Murphy, Forest Highway Program Coordinator at (360) 619-7728.

Sincerely yours,



Phyllis Chun  
Planning and Programs Manager

**Attachments:**

10/15/04 WFLHD letter to Lane County

10/06/04 County letter to WFLHD

**cc:**

Richard Sowa, USFS  
Becky Hutchins, USFS  
Ed Fischer, ODOT  
Pat Fisher, ODOT  
Jon Oshel, Oregon Assoc. of Counties  
George Fekaris, DOE, WFLHD



WESTERN FEDERAL LANDS HIGHWAY DIVISION  
610 EAST FIFTH STREET  
VANCOUVER, WA 98661-3801  
(360) 619-7700 FAX: (360) 619-7846

U.S. Department  
of Transportation

Federal Highway  
Administration

October 15, 2004

Refer to: HPA-17.11  
File: 713 #1

Mr. Mike Russell  
Capital Improvement Coordinator  
Lane County Department of Public Works  
3040 North Delta Highway  
Eugene, OR 97408-1696

Dear Mr. Russell:

OR PFH 181-1(1) West Boundary Road

This letter is in response to your August 16, 2004 letter to this office proposing lower cost and design standards alternatives for the West Boundary Project.

In addition to Option 1 (original project proposal) the Oregon Forest Highway Tri-Agency would also support Option 2- Low Volume Road standards with spot improvements. If option 2 is the selected alternative, the Forest Highway (FH) monetary contribution to that alternative would match the percentage of funding proposed for the original project proposal (\$0.75 million FH funds of the \$3.5 million total = 22%). The estimated cost of Option 2 as provided in your letter is \$670,000, so the FH share would be \$148,000. The Tri-Agency would not contribute to Option 3-Triple Shot Chip Seal on existing alignment due to the lack of safety improvements (no curve corrections or guardrail). It is felt that providing a paved surface with no safety improvements may increase accidents due to the tendency to drive faster on the current alignment and conditions.

If you have any questions regarding this project or the Tri-Agency decision, please contact John Murphy, Forest Highway Program Coordinator at (360) 619-7728.

Sincerely yours,

Phyllis Chun  
Planning and Programs Manager

George Fekaris, DOE, WFLHD

Becky Hutchins, USFS  
Pat Fisher, ODOT  
Jon Oshel, Oregon Assoc. of Counties



October 6, 2004

George N. Fekaris  
US Department of Transportation  
Design Engineering  
Western Federal Lands  
610 East Fifth Street  
Vancouver, WA 98661

RE: Lane County Project – West Boundary Road (mile post 1.70 to 6.40)

Dear Mr. Fekaris,

This letter is to inform you of the progress made up to this date. On September 29<sup>th</sup>, 2004 Lane County held a Public Hearing with the Roads Advisory Committee. The meeting was for the public to make comment on the West Boundary project. Four local residents showed up for the meeting including the Mayor of Lowell, Warren Weathers and the City Administrator, Chuck Spies.

The participants of the open house preferred our option number two which is a 22-foot wide road surface with a 35 mile per hour design speed. The road surface would be a triple shot chip seal, base rehabilitation, selected horizontal and vertical alignment changes, open ditches and guardrail at spot locations. The only change the residents wanted to make was an asphalt/concrete overlay instead of the triple shot chip seal.

Lane County is currently drafting a design concept for the Roads Advisory Committee to consider. Lane County staff recommendation is option # 2 with triple shot chip seal or asphalt/concrete surface. Lane County staff and the Roads Advisory Committee may approve the design concept. Design concept will be mailed recipients from the project mailing list for a 30-day comment period.

The Lane County plan is to go before the Board of Commissioners in December of 2004 for final approval. There may be questions or comments you might have, please feel free to contact me at the address or phone number below.

Best regards,

  
Mike Pattle

Michael A. Pattle  
Capital Improvement Coordinator  
Lane County Public Works  
Engineering Division  
3040 North Delta Hwy.  
Eugene, Oregon 97408-1696  
(541)682-6949 Fax (541) 682-8554  
mike.pattle@co.lane.or.us

Cc. Bill Morgan