



# LANE COUNTY

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

W. T. A.

## AGENDA COVER MEMO

**DATE:** January 18, 2006  
**TO:** Lane County Board of Commissioners  
**FROM:** Public Works, Engineering Administration  
**PRESENTED BY:** Sonny P.A. Chickering, County Engineer

### AGENDA

**ITEM TITLE:** ORDER \_\_\_\_\_ / IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT AND ACQUIRING FEE OR OTHER INTERESTS IN PORTIONS OF CERTAIN REAL PROPERTIES FOR IMPROVEMENT OF MARCOLA ROAD, PHASE III, MP 11.49 TO 16.08, BASED ON THE FINDINGS IN EXHIBIT B; AND AUTHORIZING STAFF TO 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 SAID ROAD.

### I. MOTION

THAT THE RESOLUTION AND ORDER BE ADOPTED APPROVING A PROJECT DESIGN CONCEPT FOR THE MARCOLA PHASE III PROJECT MP 11.49 TO MP 16.08 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.

### II. ISSUE OR PROBLEM

The purpose and need of the project is to provide the public with a modernized and improved roadway that is 34 feet wide and contains six-foot paved shoulders. This is the final phase of an overall rural modernization effort undertaken for Marcola Road; and the project will also include a new bridge across Cash Creek, a realignment between Paschelke Road and Hileman Road, and intersection improvements where needed. These features will add to the overall safety and mobility of this Rural Major Collector road.

### III. DISCUSSION

#### A. Background.

Marcola Road is a Rural Major Collector road that serves as a link to the Mohawk Valley from the Springfield/Eugene metro area. The proposed project is the final phase of a three-phase rural modernization project in the Lane County Capital Improvement Program (CIP). Phase III begins approximately 1000-feet north of the Wendling Road intersection and continues north to the Johnson Road intersection with Marcola Road.

Phase one of this modernization project was constructed in 1993 and consisted of widening and overlaying Marcola Road from Old Mohawk Road to just north of the south end of Sunderman Road, or MP 1.93 to 5.81. A design exception for Phase I was approved to allow a 34-foot wide roadway instead of a 40-foot standard road width. The decision to exercise a design exception was based on a review of reported accident history and a cost effectiveness analysis that suggested the incremental widening beyond 34-feet does not significantly effect a reduction in accident rates while increasing construction costs.

Phase two reconstructed a 5.68-mile segment in 2002 between Sunderman Road and Wendling Road, and the proposed final phase, Phase III, is located between Wendling and Johnson Roads, or from MP 11.49 to MP 16.08. Both of the previous phases have constructed a 34-foot wide roadway with 6-foot paved shoulders, and this phase will continue with the same rural design if approved by the Board of Commissioners.

The Marcola Phase III project is currently budgeted in the County's Capital Improvement Program (CIP) for construction in the 2006-2007 fiscal year at an estimated cost of \$3,200,000 for construction and \$320,000 for right-of-way (R/W) acquisition. The current Engineer's estimate for this project is \$3,500,000 for construction and \$350,000 for right-of-way. This new amount is due to overall inflation in bid unit prices, and if the project is approved, the upcoming 07-11 CIP will reflect the new cost estimate. For a general outline of the project limits and design options please refer to the attached recommended design concept.

## **B. Analysis.**

Two design options were originally presented at the public open house held at the Mohawk High School on January 19, 2005. Throughout the public process, there was a general consensus to widen and overlay the road to the 34-foot width previously constructed under past phases. Current design standards support this width, and the preferred roadway option includes two 11-foot travel lanes and 6-foot paved shoulders.

On March 30, 2005, a public hearing was held in front of the Lane County Roads Advisory Committee (RAC). Based on oral and written testimony regarding potential impacts to private property, staff was directed to further meet with area residents in the realigned segment between Paschelke and Shotgun Creek Roads to explore the possibility of another alignment.

Staff met with residents in May of 2005 to address concerns presented during public input. As a result of this meeting and subsequent follow-up, a third option was developed for consideration. The two differences between Option 3 and Options 1 and 2 is the realignment area between Paschelke Road and Hileman Road, and the area crossing the Shotgun Creek Bridge (see Design Concept page 5 for Options 1,2 and 3 overview). Again, all options maintain a two-lane rural design through the entire project length.

Option 3 shifts the alignment slightly east to preserve the railroad grade between Paschelke Road and Hileman Road, while maintaining a 55-mph design speed. The replacement or widening of Shotgun Creek Bridge is not recommended at this time, and a design exception is being requested for this area due to the economic considerations of replacing or widening a structurally adequate bridge at Shotgun Creek. The overall bridge sufficiency rating is a 79.80 on a scale of 0 to 100; and the existing deck pavement width is only 4 feet less than the typical section pavement width of 34 feet. The estimated cost to replace this bridge is around \$800,000, while the estimated cost to widen the bridge and

gain 4 feet of width is \$200,000. In addition, there is no significant crash evidence supporting either reconstructing or widening the bridge.

For these reasons, it is recommended that the bridge remain in place and the bridge approaches and curves be signed and marked accordingly so that motorists are advised of the existing conditions.

The public had a 30-day opportunity to provide written comment after the Roads Advisory Committee review of the Design Concept. These comments are provided in Exhibit D of this document.

As outlined in the Major Issues and Public Testimony portion of the Design Concept, Option 3 provides the best balance between engineering design, private property impact, and overall cost effectiveness. This preferred option, along with the 34-foot wide 2-lane rural design section, is the Recommended Design Concept. It takes into account overall public testimony, cost effectiveness, and honors past engineering design decisions.

**C. Alternatives/Options.**

- 1. Approve the Order authorizing construction of the Marcola Road Phase III project in accordance with the Exhibit B Design Concept.**
- 2. Modify or terminate the project.**

**D. Recommendation.**

The 2-lane rural design width of 34 feet, along with Alternative/Option 3 between the general areas between Paschelke and Shotgun Creek Roads – Sign the Order authorizing construction of the final phase, Phase III of Marcola Road modernization project in accordance with Exhibit B Design Concept.

**IV. IMPLEMENTATION/FOLLOW-UP**

Staff will inform the residents and interested parties of the Board's action.

**ATTACHMENTS**

Board Order with Exhibits:

- Exhibit A - Right-of-Way Acquisition List
- Exhibit B - Design Concept and Findings
- Exhibit C - Public Record as of April 15, 2005
- Exhibit D - Written Responses to 30-Day Public Review of RAC Recommended Design Concept and Findings as of January 3, 2006

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON

**ORDER NO.**                    ) IN THE MATTER OF APPROVING A PROJECT DESIGN  
                                  ) CONCEPT AND ACQUIRING FEE OR OTHER  
                                  ) INTERESTS IN PORTIONS OF CERTAIN REAL  
                                  ) PROPERTIES FOR IMPROVEMENT OF MARCOLA  
                                  ) ROAD, PHASE III, MP 11.49 TO 16.08, BASED ON THE  
                                  ) FINDINGS IN EXHIBIT B; AND AUTHORIZING STAFF TO  
                                  ) 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 SAID ROAD.

**WHEREAS**, improvement of Marcola Road, MP 11.49 to 16.08, has been approved for funding through adoption of the FY 2006 through FY 2010 Capital Improvement Program; and

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

**WHEREAS**, a public meeting was held on January 19, 2005, and a public hearing was held on March 30, 2005 to consider improvement of this portion of Marcola Road; and

**WHEREAS**, on November 30, 2005 the Roads Advisory Committee reviewed the public meeting record and the report prepared by County staff, and adopted recommendations and findings specifying a design concept for Marcola Road, MP 11.49 to 16.08; and

**WHEREAS**, the recommendations and findings were mailed to property owners within the project area and less than 50 percent of said owners objected in writing within 30 days of the mailing; 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 compatible with the greatest public good and the least private injury; **NOW THEREFORE, BE IT**

**ORDERED**, that the Board approves the project design concept identified in Exhibit B for improvement of Marcola Road, MP 11.49 to 16.08, based on the findings in Exhibit B; **AND, BE IT**

**ORDERED**, that the Board delegates authority for determination of all other project design standards, and exceptions to design standards for improvement of Marcola Road, MP 11.49 to 16.08, 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 Marcola 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 Marcola Road to serve the needs of Lane County for the general use and benefit of Lane County; **AND, BE IT**

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

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

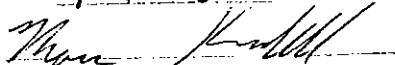
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Bill Dwyer, Chair  
Lane County Board of Commissioners

IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR MARCOLA ROAD BETWEEN MP 11.49 AND MP16.08 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.

APPROVED AS TO FORM

Date 1-9-06 In the county \_\_\_\_\_

  
OFFICE OF LEGAL COUNSEL

**EXHIBIT A - Right-of-Way Acquisition  
List**

**Lane County Department of Public Works**  
**Road Assessment System Property Listing - Sorted by Parcel Number**  
*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-01	16-01-18-00 TL #613	1708740	CRAIG-KEATEN KIM PO BOX 1144 MARCOLA, OR 97454-
1396-02	16-01-18-00 TL #609	1680873	STEWART GARY R & DIANNE S PO BOX 632 MARCOLA, OR 97454-
1396-03	16-01-18-00 TL #608	1680865	LAND PATRICK N & DEBBY L 92323 MARCOLA RD MARCOLA, OR 97454-
1396-04	16-01-18-00 TL #607	1680857	SMITH BURT O PO BOX 793 MARCOLA, OR 97454-
1396-05	16-01-18-00 TL #606	1680840	MARCOLA CHRISTIAN CHURCH PO BOX 700 MARCOLA, OR 97454-
1396-06	16-01-18-00 TL #1302	1003738	MARCOLA CHURCH OF CHRIST STAR ROUTE MARCOLA, OR 97454-
1396-07	16-01-18-00 TL #1303	1026374	MARCOLA CHURCH OF CHRIST 92419 MARCOLA RD MARCOLA, OR 97454-
1396-08	16-01-18-00 TL #1300	0029916	ZERR TIMOTHY C & TRACEY S 92435 MARCOLA RD MARCOLA, OR 97454-
1396-09	16-01-18-00 TL #1301	0029924	KINTZLEY RICHARD F & L E LE 92465 MARCOLA RD MARCOLA, OR 97454-

**Lane County Department of Public Works**  
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*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-10	16-01-18-00 TL #1400	0029932	SISLER CAROL S 92581 MARCOLA RD MARCOLA, OR 97454-
1396-11	16-01-18-00 TL #200	0029817	SISLER CAROL S 92581 MARCOLA RD MARCOLA, OR 97454-
1396-12	16-01-18-00 TL #202	1054772	HARTMAN RANDON CLAY PO BOX 1086 MARCOLA, OR 97454-
1396-13	16-01-18-00 TL #201	1042108	FREDRICKSEN HERBERT C & LYNNE A 1415 G ST NAPA, CA 94559-
1396-14	16-01-18-00 TL #2100	0028884	ROBERTS PARTNERSHIP 90324 PRAIRIE RD EUGENE, OR 97402-
1396-15	16-01-18-00 TL #500	0029825	ROBERTS PARTNERSHIP 90324 PRAIRIE RD EUGENE, OR 97402-
1396-16	16-01-18-00 TL #601	1493426	ROBERTS PARTNERSHIP 90324 PRAIRIE RD EUGENE, OR 97402-
1396-17	16-01-18-00 TL #605	1680998	ROBERTS PARTNERSHIP 90324 PRAIRIE RD EUGENE, OR 97402-
1396-18	16-01-18-00 TL #2401	1681301	BEVANS BRIAN D % ROBERTS PARTNERSHIP 90324 PRAIRIE RD EUGENE, OR 97402-



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*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-19	16-01-18-00 TL #610	1680881	LANE COUNTY 125 E 8TH EUGENE, OR 97401-
1396-20	16-01-18-00 TL #611	1680899	LANE COUNTY 125 E 8TH AVE EUGENE, OR 97401-
1396-21	16-01-18-00 TL #612	1680907	LANE COUNTY 125 E 8TH AVE EUGENE, OR 97401-
1396-22	16-01-07-00 TL #600	0028520	ROBERTS PARTNERSHIP 90324 PRAIRIE RD EUGENE, OR 97402-
1396-23	16-01-07-00 TL #601	1476421	PASCHELKE JAMES W 975 HAYDEN BRIDGE RD SPRINGFIELD, OR 97477-
1396-24	16-01-07-00 TL #500	0028504	PASCHELKE JAMES W 975 HAYDEN BRIDGE RD SPRINGFIELD, OR 97477-
1396-25	16-01-07-00 TL #700	0028538	PASCHELKE JAMES W 975 HAYDEN BRIDGE RD SPRINGFIELD, OR 97477-
1396-26	16-01-08-00 TL #700	0028710	RAVIN VENTURES LLC 37803 UPPER CAMP CREEK RD SPRINGFIELD, OR 97478-
1396-27	16-01-08-00 TL #800	1178795	DUSTRUDE RAY O & IDA M 92885 MARCOLA RD MARCOLA, OR 97454-

**Lane County Department of Public Works**  
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*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-28	16-01-08-00 TL #802	1186723	RAYBOULD JAMES 92945 MARCOLA RD MARCOLA, OR 97454-
1396-29	16-01-08-00 TL #803	1297868	SPENCER RENE D & RICHARD K 92955 MARCOLA RD MARCOLA, OR 97454-
1396-30	16-01-08-00 TL #804	1371440	BOARTFIELD DAVID L & S L PO BOX 999 MARCOLA, OR 97545-
1396-31	16-01-08-00 TL #801	1178803	CHARLOTTE HIGGINS-LEE REV LIV TRUST  PO BOX 1479
1396-32	16-01-08-00 TL #502	4144802	ORMSBEE PAUL L & DONA J 93027 MARCOLA RD MARCOLA, OR 97454-
1396-33	16-01-08-00 TL #500	4250807	BROWN, LAWRENCE F. & IRIS 93031 MARCOLA RD MARCOLA, OR 97454-
1396-34	16-01-08-00 TL #200	0028587	FOX LEE & JUDITH 93099 MARCOLA RD MARCOLA, OR 97454-
1396-35	16-01-08-00 TL #204	1056686	FOX LEE & JUDITH 93099 MARCOLA RD MARCOLA, OR 97454-
1396-36	16-01-08-00 TL #202	0028603	FOX LEE & JUDITH 93089 MARCOLA RD MARCOLA, OR 97454-

**Lane County Department of Public Works**  
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*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-37	16-01-08-00 TL #201	0028595	COLES PETER D PO BOX 854 MARCOLA, OR 97454-
1396-38	16-01-08-00 TL #203	0028611	FARLEY DONALD J & TERESA E 93151 MARCOLA RD MARCOLA, OR 97454-
1396-39	16-01-08-00 TL #100	0028546	JENSEN JERALD J & C D 93151 PASCHELKE RD MARCOLA, OR 97454-
1396-40	16-01-08-00 TL #600	0028702	CHRISTOFFERSEN MERINA E 93000 MARCOLA RD MARCOLA, OR 97454-
1396-41	16-01-08-00 TL #400	0028652	ROSBORO LUMBER CO PO BOX 20 SPRINGFIELD, OR 97477-
1396-42	16-01-08-00 TL #504	1111549	MYERS RANDALL S & EBONY L 93016 MARCOLA RD MARCOLA, OR 97454-
1396-43	16-01-08-00 TL #503	0985539	DOUGLAS KENNETH L & ELLEN J 93066 MARCOLA RD MARCOLA, OR 97454-
1396-44	16-01-08-00 TL #501	0028686	HENSON WILLIAM ISAIAH PO BOX 2772 LA PINE, OR 97739-
1396-45	16-01-08-00 TL #402	1543196	JEFFERS LEO D PO BOX 667 MARCOLA, OR 97454-

**Lane County Department of Public Works**  
**Road Assessment System Property Listing - Sorted by Parcel Number**  
*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-46	16-01-08-00 TL #403	1454121	POLLEY BRUCE W TE 93156 MARCOLA RD MARCOLA, OR 97454-
1396-47	16-01-05-00 TL #1106	1597259	CRAIG JAMES N PO BOX 620 MARCOLA, OR 97454-
1396-48	16-01-05-00 TL #1300	0028322	LUKE PEGGY GRACE PO BOX 516 MARCOLA, OR 97459-
1396-49	16-01-05-00 TL #1105	1476694	POLLEY BRUCE W TE 93156 MARCOLA RD MARCOLA, OR 97454-
1396-50	16-01-05-00 TL #1104	1430659	ROSBORO LUMBER CO PO BOX 20 SPRINGFIELD, OR 97477-
1396-51	16-01-05-00 TL #1100	0028264	ROSBORO LUMBER COMPANY PO BOX 20 SPRINGFIELD, OR 97477-
1396-52	16-01-05-00 TL #804	1579505	POSAVATZ STEPHEN J PO BOX 261 CRAWFORDSVILLE, OR 97336-
1396-53	16-01-05-00 TL #805	1597028	DOWNING LELAND SR 39468 WENDLING RD MARCOLA, OR 97454-
1396-54	16-01-05-00 TL #800	0028165	ROSBORO LUMBER CO PO BOX 20 SPRINGFIELD, OR 97477-

**Lane County Department of Public Works**  
**Road Assessment System Property Listing - Sorted by Parcel Number**  
*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-55	16-01-05-00 TL #1803	1634599	SCHWARTZ SHERILYN & TODD PO BOX 995 MARCOLA, OR 97454-
1396-56	16-01-05-00 TL #1800	0028371	SCHWARTZ TODD M & SHERILYN K PO BOX 995 MARCOLA, OR 97454-
1396-57	16-01-05-00 TL #600	1661568	DOWDY BRYON & MARJORIE M 93692 MARCOLA RD MARCOLA, OR 97454-
1396-58	16-01-05-00 TL #501	1077534	LANSING DANIEL E III 94500 JOHNSON RD MARCOLA, OR 97454-
1396-59	16-01-05-00 TL #2000	0028405	JONES LARRY D & MIRIAM L 93701 MARCOLA RD MARCOLA, OR 97454-
1396-60	16-01-05-00 TL #1700	4154439	MEYER RANDY L & DEBRA ANN 93723 MARCOLA RD MARCOLA, OR 97454-
1396-61	15-01-32-00 TL #804	1251063	FULLER RAYMOND W & M J 93726 MARCOLA RD MARCOLA, OR 97454-
1396-62	15-01-32-00 TL #802	0001758	NOLAN JACK L TE 93740 MARCOLA RD MARCOLA, OR 97454-
1396-63	15-01-32-00 TL #803	4000079	JOSTROM ROBERT E 93933 MARCOLA RD MARCOLA, OR 97454-

**Lane County Department of Public Works**  
**Road Assessment System Property Listing - Sorted by Parcel Number**  
*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-64	15-01-32-00 TL #800	0001741	GIUSTINA RESOURCES PO BOX 529 EUGENE, OR 97440-
1396-65	15-01-33-00 TL #103	4254015	PLUM GEORGE LOREN TE 93989 MARCOLA RD MARCOLA, OR 97454-
1396-66	15-01-33-00 TL #802	1419041	MCLAUGHLIN DANIEL K 39530 MOHAWK LOOP RD MARCOLA, OR 97454-
1396-67	15-01-33-00 TL #104	1696507	BECKHAM DARREL T & PATRICIA A PO BOX 1165 MARCOLA, OR 97454-
1396-68	15-01-33-00 TL #400	0001816	MCELROY EDWARD M & JOAN M 94100 MARCOLA RD MARCOLA, OR 97454-
1396-69	15-01-33-00 TL #100	0001782	RUSSELL ROBERT S 39638 MOHAWK LP MARCOLA, OR 97454-
1396-70	15-01-28-00 TL #808	4045793	ROCHA EUGENE PAUL 94263 MARCOLA RD MARCOLA, OR 97454-
1396-71	15-01-28-00 TL #804	0001618	SHETZLINE ERICA 39454 MOHAWK LOOP RD MARCOLA, OR 97454-
1396-72	15-01-28-00 TL #816	1052727	LEWIS BILL E TE 89872 HILL RD SPRINGFIELD, OR 97478-

**Lane County Department of Public Works**  
**Road Assessment System Property Listing - Sorted by Parcel Number**  
*Marcola Road M.P. 11.49 to 16.08*

<b>Parcel Number</b>	<b>Tax Lot Information</b>	<b>Account Number</b>	<b>Name and Address</b>
1396-73	15-01-28-00 TL #803	0001600	ROHRICH MARTIN M PO BOX 951 MARCOLA, OR 97454-
1396-74	15-01-28-00 TL #836	1476520	ROHRICH MARTIN M PO BOX 951 MARCOLA, OR 97454-

## **EXHIBIT B - Design Concept and Findings**



# **LANE COUNTY ROADS ADVISORY COMMITTEE RECOMMENDED DESIGN CONCEPT AND FINDINGS**

FOR

## **MARCOLA ROAD, MP 11.49 TO MP 16.08**

**(Phase III)**

**November 30, 2005**

### **BACKGROUND AND SUMMARY**

Marcola Road is a Rural Major Collector road that serves as a link to the Mohawk Valley from the Springfield/Eugene metro area. In rural areas, major collectors provide connections from outlying areas to the arterial system (primarily state highways). In general, Marcola Road provides a connection between Highway 228 in Linn County to Highway 126 (Eugene-Springfield Highway). The proposed project is the final phase of a three-phase project in the Lane County Capital Improvement Program (CIP). Figure 1 on page 3 is a vicinity map showing the overall project limits and nearby intersecting roads.

Phase one was constructed in 1993 and consisted of widening and overlaying Marcola Road from MP 1.93 to 5.81. In 2002, the Lane County Public Works Department completed the second phase, a 5.68-mile segment between Sunderman Road and Wendling Road. The existing road was rehabilitated and widened to 34 feet, including 6-foot paved shoulders. A design exception was approved to allow a 34-foot wide roadway instead of a 40-foot standard road width. The decision to exercise a design exception was based on a review of reported accident history and a cost effectiveness analysis that suggested the incremental widening beyond 34-feet does not significantly effect a reduction in accident rates while increasing construction costs. Declining timber revenue and public sentiment favoring the narrower pavement width were also reasons stated by the Board. Board Order 93-6-2-12 adopted the project design for phase one including exceptions to ODOT design standards for pavement width.

The third phase of Marcola Road is located between Wendling and Johnson Roads, or from MP 11.49 to MP 16.08. As proposed, Phase III improvements would follow the existing alignment for the majority of the project limits, and would continue the same pavement width and design features approved under the previous phases. In addition, it would also realign and reconstruct a portion of the roadway generally between Paschelke Road and Hileman Road.

The project is budgeted in the County's Capital Improvement Program (under the General Construction category) for construction during the summer of 2007. It has an estimated cost of \$3,200,000 for construction and \$320,000 for right-of-way (R/W) acquisition.

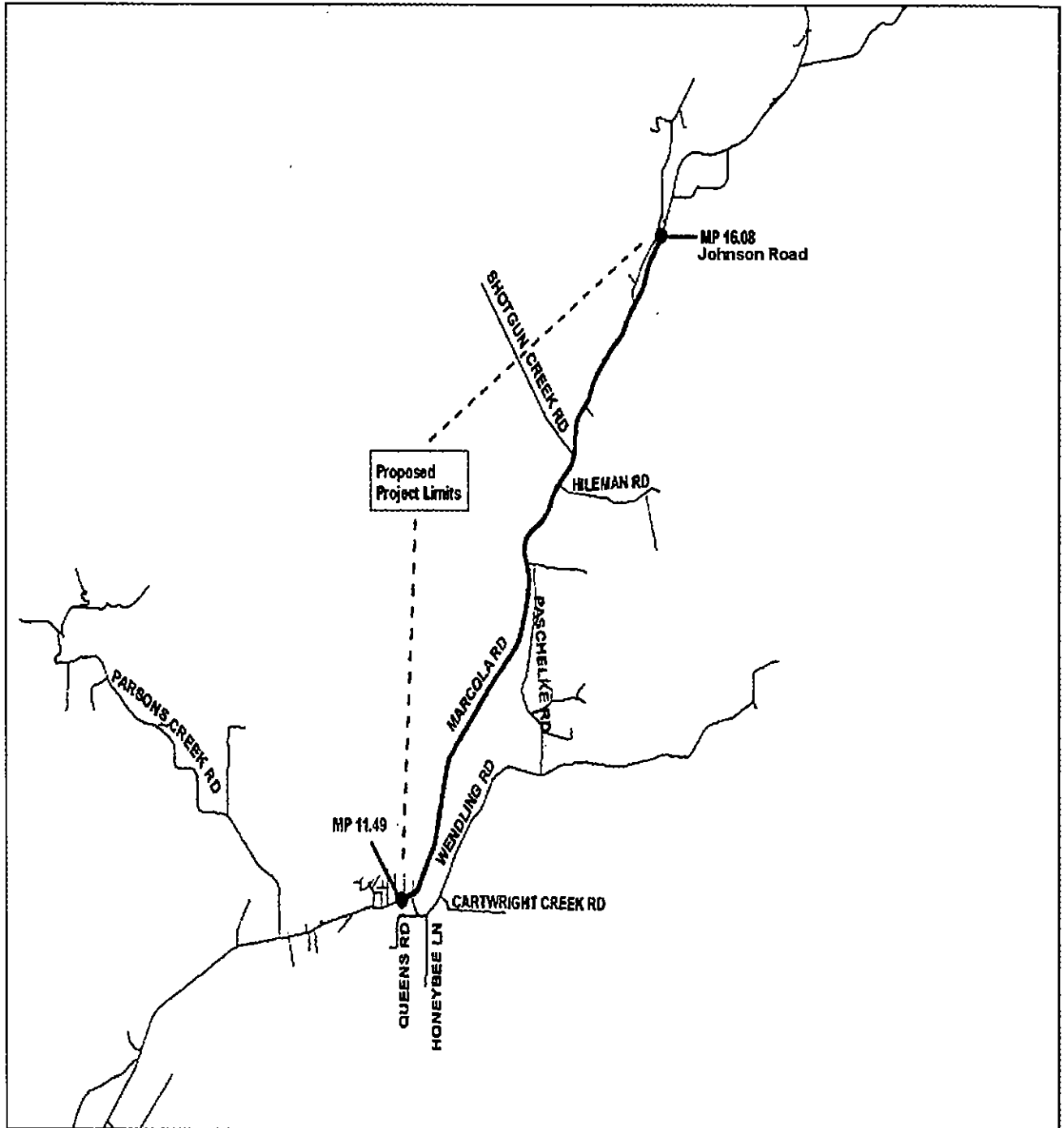
For the realignment area between Paschelke and Hileman Roads, two design options were initially developed for public review. Both options were presented at a public open house on January 19, 2005 held at the Mohawk High School in Marcola. On March 30, 2005, a public hearing was held in front of the Lane County Roads Advisory Committee (RAC). Based on oral and written testimony regarding potential impacts to private property, staff was directed to further meet with area residents in the realigned area and arrive at another design option for consideration.

The Roads Advisory Committee recommends to the Board of Commissioners Option 3 for the realigned section of Marcola Road Phase III project. Option 3, along with the 2-lane rural design section built in previous phases, is the recommended Design Concept. It takes into account overall public testimony, cost effectiveness, and honors past design engineering decisions.

## **OPTION OVERVIEW**

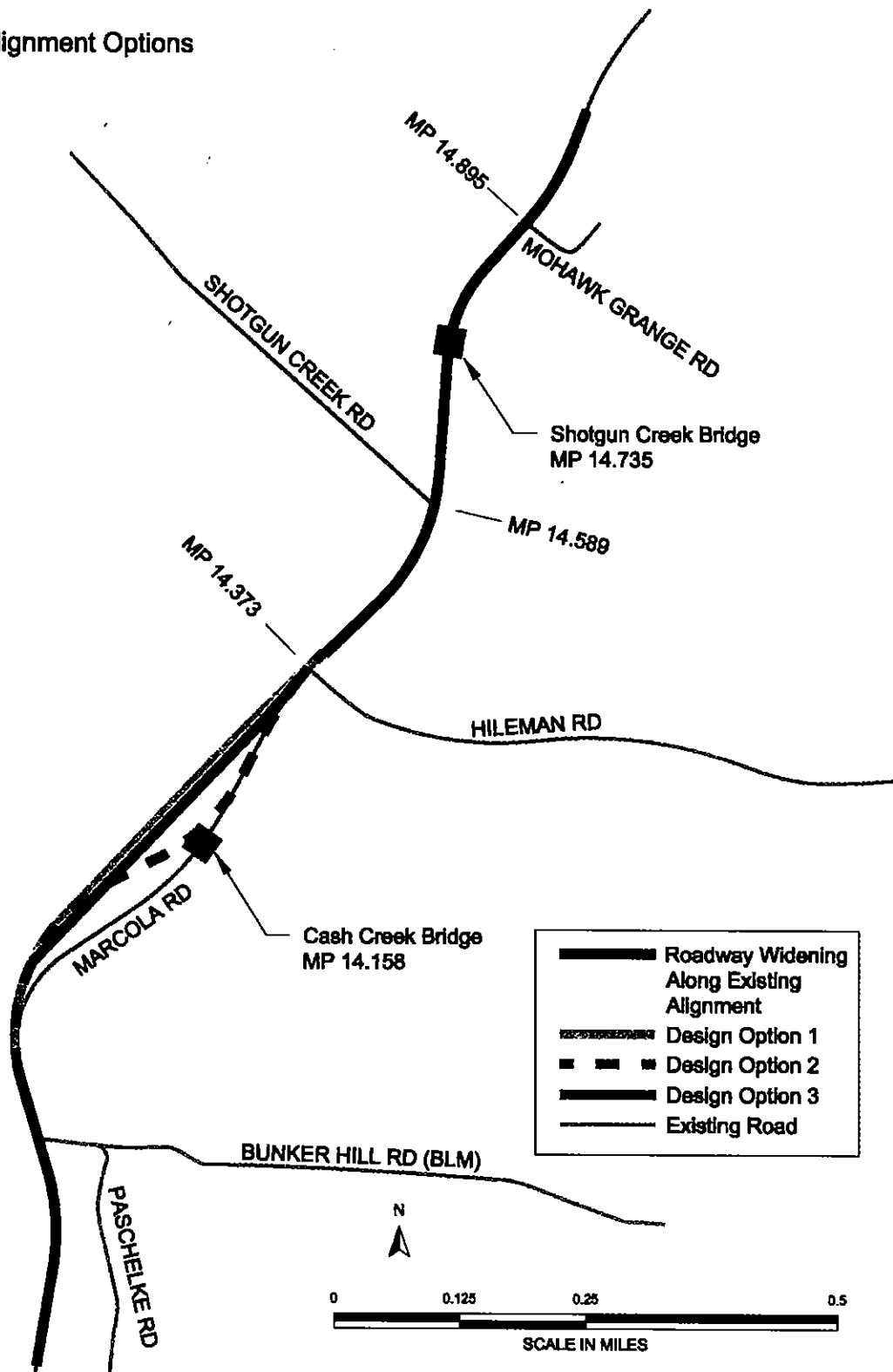
A brief overview of previously discussed design options for the realigned section between Paschelke and Hileman Roads are briefly outlined as follows. On the following page a Vicinity Map (figure 1) shows a general overview of the project limits. On page 4 a Vicinity Map shows a general overview of the three different design options, Option 1, 2 and 3. Full-scale drawings for each specific option are on file at the Public Works Design Section.

**Figure 1**  
**VICINITY MAP SHOWING PROJECT LIMITS**



**Figure 2**  
**Vicinity Map Showing Options 1,2 and 3**

**Realignment Options**



### **Option 1:**

Option 1 proposes to design the realigned section of Marcola Road using the highest design elements for the classification of the roadway. A design speed of 55 mph is used to flatten the curvature of the roadway, thereby providing an alignment with the greatest driving efficiency. Some of the alignment parallels the old railroad bed, and portions of the railroad bed would be re-graded and removed. In Option 1, the Cash Creek Bridge would be replaced with a new structure that includes a 40-foot wide deck and built to current seismic standards. This option also proposes to widen the bridge at Shotgun Creek. The bridge widening would take place on the east side of the bridge to improve the alignment through the bridge and would also meet the AASHTO standard for a design speed of 55 mph.

### **Option 2:**

Option 2 is similar to Option 1 except that the proposed alignment between Stations 650+00 and 662+00 is changed with the creation of an additional curve in the roadway. The additional curve was added as another feature to consider if a long, straight tangent was not desired. The Cash Creek Bridge is also replaced similar to Option 1, but at a different location. Option 2 also meets AASHTO standards for a design speed of 55 mph.

### **Option 3:**

Option 3 provides the best balance between engineering design, private property impact, and overall cost effectiveness. Under this option, the roadway is being realigned very similar to Option 1 between Paschelke Road to Hileman Road, except with this proposed alignment the Cash Creek Bridge and the road is shifted approximately 6 to 8 feet east of the Option 1 alignment. This is being done to lessen impacts to property containing the old railroad bed as a request from an adjacent property owner. One other major design feature of Option 3 is that it leaves the bridge and approach alignments alone at the Shotgun Creek crossing. This will be further explained later in the design concept.

Please see the Major Issues – Public Testimony section of this document to review specific public comments on the options and overall design concept.

## **RECOMMENDED DESIGN CONCEPT**

The Roads Advisory Committee recommends the following design concept that incorporates the previously approved 34-foot wide road section for the widen and overlay portion of the project, and Option 3 for the realigned section of roadway between Paschelke and Hileman Roads.

Option 3 takes into account public testimony and the desire by the Roads Advisory Committee to reduce impacts to private property. This recommended design concept is also based on discussion held between RAC members at their November 30, 2005 meeting to approve the design concept. It also reflects the desire by the RAC to be cost effective by not replacing or significantly altering the bridge and road alignment at the Shotgun Creek Bridge area since the bridge is structurally sound.

- **Alignment**

**Marcola Road (widen and overlay portion)** – The proposal will generally follow the existing centerline of Marcola Road, with the exception of the area in the vicinity of Paschelke Road to Shotgun Creek Road. Overall reported crashes from the State system since the mid 1970's do not indicate any concentrations of crashes throughout the portion of Marcola Road that is being widened and overlaid.

**Paschelke Road to Shotgun Creek Road** – The reported crash history in this portion of the project reveals no concentrations of crashes, as indicated above. Some public testimony indicated a concern of crashes near the bridge crossing at Shotgun Creek. Realignment of the road in this section of the project was considered under Options 1 and 2, but the overall cost to replace the existing structure at Shotgun Creek exceeds the benefits from improvements in safety. The current curvature of the roadway supports a design speed of 50 mph at Shotgun Creek with a 10% maximum super elevation. For this segment of roadway the maximum design super elevation should be 8%, starting from approximate Stationing 684+00 to 690+00 (or approximate MP 14.7 to 14.8). The final design of the roadway will include curve advisory signing and pavement markings at both approaches to the Shotgun Creek Bridge to mitigate a lowered design speed at this location.

**Shotgun Creek Road** – The intersection of Shotgun Creek Road at Marcola Road will be improved by realigning the intersection so Shotgun Creek Road is perpendicular to Marcola Road. Right of Way will be acquired to improve sight distance both north and south of the intersection.

**Other Road Intersections** – There are other road intersections along phase three of Marcola Road that will be improved with standard design and construction improvements. These road intersections are as follows: Hileman Road at mile post

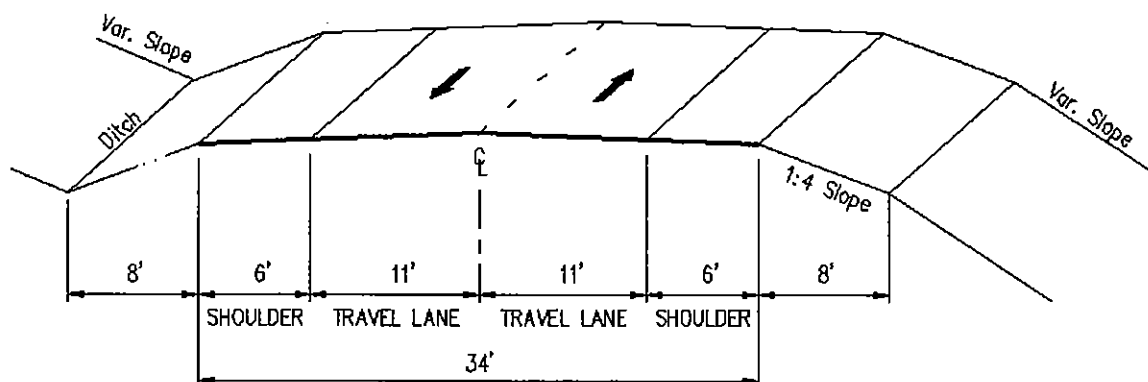
14.37, Mohawk Grange Road at mile post 14.9, Old Marcola Road at mile post 15.6 and Johnson Road at mile post 16.2. All of these perpendicular road intersections will have improvements made such as drainage, sight distance, intersection radii, and new pavement with rock shoulders.

- **Typical Section**

**Marcola Road** – As previously discussed, the general project proposal is generally to widen and overlay the road within the project limits. Some sections of road realignment and reconstruction will be necessary where curves are redesigned to meet minimum design standards. A 2-lane rural design is proposed for the entire project length, from Wendling Road (MP 11.49) to Johnson Road (MP 16.08). Similar to the previous phases of projects along Marcola Road, the typical section will remain the same. It will have a roadway pavement width of 34 feet, consisting of two 11-foot wide travel lanes each with a 6-foot wide paved shoulder. Roadside ditches will also be constructed to address drainage. Since this is a rural design project, there will be no sidewalks, but bicyclists can use the paved shoulders. It is important to note that the current design standards found in Lane Code Chapter 15 support the typical section as proposed. A design exception was required in previous phases; but in 2004, the design standards were changed. The major elements of the road section on Marcola Road are outlined below:

**2-Lane Rural Design**  
Wendling Road to Johnson Road  
MP 11.49 to 16.08

- Two 11-foot wide travel lanes (1 lane in each direction)
- Two 6-foot wide paved shoulders (both sides)
- Shoulder ditches for roadside drainage



- **Standards**

The project shall be designed in accordance with the 2004 American Association of State Highway and Transportation Officials (AASHTO) publication *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 (MUTCD)*, 2003 Edition and Oregon Supplements.

- **Design Speed**

In general, the design speed for Marcola Road is 55 mph. This speed is used to design the horizontal and vertical alignments, as well as the final signing, striping and other design features. The design speed will not be applied to the section of roadway near the Shotgun Creek Bridge, approximately from 684+00 to 690+00 (or approximate MP 14.7 to 14.8). This portion of the project is within the area defined as Option 3, where the road alignment will match the existing bridge. A design exception is being requested for this area due to economic considerations of replacing a structurally adequate bridge at Shotgun Creek. The bridge is further discussed below in the structures portion of the report.

- **Structures**

**Cash Creek Bridge**

Replace Cash Creek Bridge with a new structure having a 40-foot wide deck that is built to current seismic standards. The new bridge is needed in order to match the realigned section of the roadway.

**Shotgun Creek Bridge**

Keep the existing Shotgun Creek Bridge in place, and only replace the rail system. Additional background is provided as follows.

The Federal Highway Administration (FHWA) maintains the National Bridge Inventory System (NBIS). One of the functions of the NBIS is to provide a structural inventory and appraisal-rating program for state and local agencies. On a scale of 9, the Shotgun Creek Bridge structure rates a 7, thereby exceeding the minimum standard. The bridge deck geometry meets minimum tolerable limits to be left in place, and the bridge approach alignment is an 8. The overall bridge sufficiency rating is a 79.80 on a scale of 0 to 100. The existing deck pavement width is 30 feet, which is 4 feet less than the typical section pavement width of 34 feet. If a new bridge were constructed, it would be 40-feet wide. This would allow for an additional 2 feet on each side of the bridge for separation



distance to the bridge rail. The estimated cost to replace this bridge is around \$800,000.

As previously stated, the current curvature of the roadway near the bridge supports a design speed of 50 mph and has a 10% maximum super elevation. Widening the bridge at its current location would not significantly improve the design speed, and would cost an estimated \$200,000, including consultant fees. In addition, there is no significant crash evidence supporting either reconstructing or widening the bridge.

For these reasons, it is recommended that the bridge remain in place and the bridge approaches and curves be signed and marked accordingly so that motorists are advised of the existing conditions.

- **Crash History**

As discussed earlier, the overall reported crash history since the mid 1970's along the project length indicates crash locations are scattered with very few concentrations. Most crashes are fixed object, resulting from people driving too fast for the conditions

- **Right-of-Way Widths**

**Marcola Road** - Due to limited existing right-of-way along the project, additional right-of-way will need to be acquired to meet the design features shown in the typical section, such as shoulder, slope and ditch requirements. Also, for the areas being considered for proposed realignment, additional right-of-way will be necessary.

The existing right-of-way width is generally between 60 and 80 feet from the beginning of the project to Johnson Road. Final right-of-way widths will be established later in the design process, although in general, total widths average from 70 to 90 feet.

- **Additional Design Exceptions**

As previously mentioned in this document, the road design width of 34 feet meets the current design specifications of Lane Code Chapter 15 for a rural collector with shoulders, under a rolling terrain.

A design speed exception from 55 mph to 50 mph is required at the section of roadway starting at Station 684+00 to 690+00 (or approximate MP 14.7 to 14.8) near the Shotgun Creek Bridge, as discussed earlier in the design concept. The RAC also recommends to the Lane County Board of Commissioners that Shotgun Creek Bridge improvements not be considered at this time due to

economic considerations and due to lack of reported concentrations of crashes at this location.

In the future, if reported crashes are present at the Shotgun Creek Bridge area, or if bridge conditions deteriorate, then future alignment and bridge reconstruction may be further considered or recommended by the RAC and Board of County Commissioners.

It is also recommended that the County Engineer be authorized to approve design standards and exceptions to design standards for features not specifically addressed in this document.

- **Construction Sequencing**

In general, the project will need to be constructed with as minimal impact to the traveling public as possible. Since this is a rural project, there will not be an opportunity for a dedicated detour route. It is Lane County policy that vehicles will be held no more than 20 minutes under a stopped condition. As the design proceeds, an exact construction sequencing plan will be designed.

## **MAJOR ISSUES – PUBLIC TESTIMONY**

Staff held a public open house on January 19, 2005 at the Mohawk High School in Marcola. On March 30, 2005, the Roads Advisory Committee (RAC) held a public hearing at Lane County Public Works. Written comments were received until April 8<sup>th</sup> 2005, although additional comments have been accepted after the cut off date of April 8<sup>th</sup>. A total of 25 separate written and verbal comments were received (see Attachment 3). At the November 30, 2005 RAC meeting, additional discussion was held between RAC members (see Attachment 4). For this project, a list of comments is summarized below with a Roads Advisory Committee response, when applicable.

### **1. Do you support the improvement project as proposed? (25 comments)**

Support – 12      Support with conditions – 8      do not support – 5

The majority of comments either support or support with conditions the overall project.

### **2. Leave the curves in the existing roadway to “slow people down” and do not increase the speed (2 comments).**

For the most part, the project will use the existing road alignment, except at areas where the curvature of the road will be improved based on safety considerations. The RAC generally supports improving Lane County roads

by applying approved engineering design standards. By improving the alignment and typical section of the existing road, sight distances and roadside clearance areas are improved; thereby reducing fixed object crashes.

Unless otherwise posted, the speed limit for Marcola Road falls under the State's Basic Rule law. This law states you must drive at a speed that is reasonable and prudent at all times. Unless posted, the maximum speed under the law for Marcola Road is 55 mph. Under the recommended design concept, Lane County will not be increasing the speeds.

### **3. Do not support the project for various reasons (5 comments)**

Those who gave reasons why they did not support this project generally stated they felt the money could be used elsewhere, but did not elaborate on which projects. The Roads Advisory Committee and the Board of County Commissioners set priorities on the expenditure of Lane County Road Funds through the annual Capital Improvement Program (CIP). Opportunity to comment on the merits of each project, or on new candidate projects, is afforded each citizen of Lane County.

Whether this project is worthwhile in relation to other road fund priorities is an appropriate question. Last CIP cycle, staff presented a prioritization matrix of each candidate project. The Marcola Road project was prioritized highly, for the following reasons:

Safety enhancements, road performance, bike modes, plan consistency, rural and recreational promotion, maintaining/preserving county road and bridge systems, and overall public support/readiness.

The Lane County TSP Goal 24 also states:

- Policy 24-a: As a first priority (Core Program), maintain and preserve the County Road and bridge system.
- Policy 24-b: As a first priority (Core Program), provide a safe roadside environment for the traveling public on the County Road System,
- Policy 24-c: As a second priority (Enhanced Program) and as funding allows, improve the County Road System to meet modern County design and safety standards.

Based upon the above-stated reasons for this project, which are supported by the County Engineer, an Oregon certified engineer, and upon the listed above adopted TSP policies, the Lane County Roads Advisory Committee reaffirms its support for this project, consistent with other efforts around the county to upgrade substandard roads. The health, safety and welfare of the public are

of primary concern and this project would provide improvements to this section of roadway necessary to address these concerns.

**4. Save trees along the Right-of-Way. (8 comments)**

Most projects require some clearing and grubbing and may include tree removal. Tree and brush removal is necessary to fulfill construction standards, remove fixed objects within the clear zone, and achieve sight distance where possible. Staff will evaluate each request to save trees, but will need to compare against design standards and overall public safety.

**5. The Mohawk Fire District is concerned about delayed response and or fire equipment being too heavy to cross over the Paschelke Covered Bridge. Traffic delays were also mentioned by local residents and recorded in the public comments. (3 comments)**

In general, staff will work with affected emergency responders in the area to communicate and coordinate response levels and expectations resulting from this project. As previously mentioned, vehicles will not be held more than 20 minutes at any given time under normal working conditions. With the type of construction needed to complete the Marcola project, we expect only minimal delays. Priority treatment will also be given to all emergency vehicles.

**6. Improve the alignment and curve at the Shotgun Creek Road entrance. (2 comments)**

Both of these comments have been previously addressed in the design concept report. The alignment geometry of the Shotgun Creek Road intersection will be designed perpendicular to Marcola Road, enhancing turning movements and sight distance.

**7. Straighten alignment across Shotgun Creek Bridge and through the residential area of Mabel. (4 comments)**

Again, please see previous comments in the design concept report. Both Options 1 and 2 were presented to the public for comment. Options 1 and 2 showed a bridge widening across Shotgun Creek and a shift of the existing centerline to the west.

The Roads Advisory Committee does not support replacing the bridge at Shotgun Creek, but does support additional signing, striping and curve advisory signage to alert the motorist to the existing road conditions.

Improvements will be made to both approaches on either end of the existing bridge, and most of the improvements will occur within the

constraints of the existing right of way. Some right of way acquisition may be needed depending on the final design.

## **FINDINGS**

- **Existing Road Conditions**

The existing pavement on Marcola Road is 24 feet wide with varying amounts of gravel shoulder. It has an existing pavement condition average rating of 70 on a scale of 0 (very poor) to 100 (excellent). Serving as a Rural Major Collector, it sees frequent use by bicyclists. The first two phases of Marcola Road have provided a paved shoulder for bicycle usage, and this phase will continue that effort.

- **Average Daily Traffic (ADT)**

The most recent traffic counts taken on Marcola Road are from 2001. However, these counts are probably fairly representative of the current counts. Table 1 below lists the Average Daily Traffic (ADT) at certain mileposts.

**TABLE 1 - ADT on Marcola Road**

LOCATION	YEAR 2000 - 2001	ADT
MP 11.532 South of Wendling Road.		2400
MP 11.532 North of Wendling Road.		1900
MP 13.766 South of Paschelke Road.		1900
MP 16.137 South of Johnson Road.		1550

- **Proposed Travel Lanes & Shoulders**

The typical section being proposed with this project will have a roadway pavement width of 34 feet, consisting of two 11-foot wide travel lanes each with a 6-foot wide paved shoulder. Roadside ditches will also be constructed to address drainage. Since this is a rural design project, there will be no sidewalks, but bicyclists can use the paved shoulders. The current design standards found in Lane Code Chapter 15 support the typical section as proposed, therefore, a design exception is not required.

- **Proposed Option 3**

The Lane County Rural Comprehensive Plan, Goal 12, and Policy 3 states:

Lane County shall seek an efficient, safe and attractive highway network to serve the existing and future arrangement of land uses by striving toward the following objectives:

- a) Make improved safety for the traveling public a primary consideration in the expenditure of resources.
- b) Ensure that all road construction meets adopted uniform standards unless accepted for substantial reason.
- c) Provide for timely development of streets and roads in community development centers.
- d) Include aesthetic consideration in maintenance, construction or improvement within county road right-of-way.

The Roads Advisory Committee finds that, given the good structural condition of the bridge at Shotgun Creek and that measures can be taken to advise the driver of any curves or bridge approach that is narrower, that Option 3 is the preferred alternative design improvement in the vicinity of Paschelke Road to Hileman Road.

- **Proposed Alternative Modes Accommodation**

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. In rural settings, paved shoulders will provide the accommodation of bicycles and pedestrians, as well as providing additional recovery area for vehicles, an area for emergency stopping and provides better visibility of vehicles entering the roadway.

- **Environmental**

The project is expected to impact jurisdictional wetland and waters. These impacts will need to be permitted through the Joint Permit Application (JPA) process that governs Oregon Department of State Lands and the Army Corps of Engineers, which should be completed in the next few months. To fully compensate for all impacts to Federal and State regulated areas, wetlands and other resources replacement strategy will be developed and submitted to the resource agencies for approval as part of the permitting process.

Improvements to existing project area drainage and roadside ditches will be made where possible. However, County road funds may only be used for drainage improvements related to the roadway within the road right of way. Design staff will design all roadside ditches in a manner that will provide for positive drainage of those ditches, but some private property drainage problems may not be addressed by the project.

- **Policy Framework**

The proposal is subject to requirements of the Oregon Transportation Planning Rule (TPR), Oregon Administrative Rules (OAR) 660-012 and Lane County Rural Comprehensive Plan, which includes the Lane County Transportation System Plan (TSP).

**Compliance with the Oregon Transportation Planning Rule (OAR 660-012)**

Lane County adopted an updated TSP and associated Lane Code requirements in June 2004, bringing Lane County's local policies and regulations into compliance with the Transportation Planning Rule as adopted by the state at that time. As such, compliance with Lane County's TSP and Lane Code results in compliance with the TPR version in effect at that time.

Subsequently the TPR was updated by the state to address new circumstances. However, those changes were to OAR 660-012-0060, related to plan and land use amendments, which are not involved in this project. As a result, this proposal continues to be consistent with the TPR provided it complies with the Lane County TSP and Lane Code.

**Compliance with the Lane County Rural Comprehensive Plan**

- Goal 12, Policy 1: *Lane County shall strive for a coordinated and balanced transportation system that complies with LCDC Goal 12 and is responsive to the economic, social and environmental considerations...*

**Finding:**

By adopting the Lane County's TSP in June 2004, Lane County demonstrated compliance with OAR 660-012, which implements Goal 12. That, in combination by complying with Lane Code zoning provisions, which were recently updated and found to be consistent with all Rural Comprehensive Plan and state land use requirements for economic, social, and environmental considerations, the project complies with Policy 1 above.

- Goal 12, Policy 3: *Lane County shall seek an efficient, safe and attractive highway network to serve the existing and future arrangement of land uses by striving toward the following objectives:*
  - d) *Make improved safety for the traveling public a primary consideration in the expenditure of resources.*

**Finding:** this project is being implemented in response to accepted engineering practices, as directed by the County Engineer, an Oregon certified Engineer, that determined it was warranted for safety reasons.

- e) Ensure that all road construction meets adopted uniform standards unless exempted for substantial reason.*

Finding: The project will be certified by the County Engineer as meeting uniform standards.

- f) Provide for timely development of streets and roads in community development centers*

Finding: This project realigns an existing road, so this provision is not applicable.

- g) Include aesthetic consideration in maintenance, construction or improvement within county road right-of-way.*

Finding: The project design incorporates adopted Lane Code road design standards that were developed and sanctioned by the County Engineer with consideration for these factors. Certification by the County Engineer documents the standards will be met.

- Goal 12, Policy 4: *The adopted Lane County Rural Transportation Plan is a special-function plan concerned with Goal 12 requirements...The 1980 Rural Transportation Plan, as amended, shall continue to be used as the primary guideline toward transportation matters...*

Findings: Consistency with the Lane Code TSP substantiates compliance with the above Policy:

Goal 1: Maintain the safety, physical integrity and function of the county road network through the routine maintenance program, the Capital Improvement Program, and the consistent application of road design standards.

Policy 1-e: Road improvement projects shall consider and, as financially and legally feasible integrate improvements...

Policy 1-f: Maintain county arterial and collector roads sufficiently for the safe and efficient movement of freight...

Policy 1-g: Maintain and improve roads consistent with their functional classification...

Based upon the above findings for TSP policies, the project complies with Goal 12, Policy 4.

### **Consistency with Lane Code**

Lane Code implements the above Policy 4 by implementing the TSP. Therefore by complying with Lane Code, the proposal complies with the above policy.

The proposed realignment is described as the following use in Lane County's land use regulations:



*Widening of roads within existing rights-of-way and the following: Reconstruction or modification as defined in LC 15.010 . . . including channelization as defined in LC 15.010, the placement of utility facilities overhead and in the subsurface of public roads and highways along the public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or no new land parcels result...*

***Lane Code 15.010, Definitions***

*(32) Reconstruction or Modification: rebuilding an existing road in the same general location, either within the existing right-of-way or by acquiring new right-of-way. May or may not include realignment and/or the addition of turn lanes or other channelization. Reconstruction or modification may increase capacity...*

*(10) Channelization: (not applicable for this project)*

Whether Option 1, 2, or 3 is chosen, the project is located within and subject to requirements for the following land use zones subject to the corresponding provisions in Lane Code (LC) specified for each zone:

Non-Impacted Forest (F-1) – LC 16.210(2)(k)(ii)

Impacted Forest (F-2) – LC 16.211(2)(m)(ii)

Exclusive Farm Use, 40-acre minimum LC 16.212(3)(i)

Public Facilities (PF) – LC 16.219(2)(q) and 16.265(3)(b)

Rural Residential (RR-5, and RR-1/C-Community) – LC 16.290(2)(q) and 16.265(3)(b).

In the LC provisions specified above, the proposed project is a permitted use.

The project will intrude into the riparian setback area of Cash and Shotgun Creeks, most likely identified as Class 1 streams on Lane County adopted wildlife habitat maps. Both are regulated under the Environmental Species Act for aquatic species. Per Lane Code 16.253(2)(d)(vi), such areas are exempt from Lane Code Riparian requirements provided the work is covered by removal and or fill permits issued by the Department of State Lands and the US Army Corps of Engineers. Such permits will be prepared and submitted for the work proposed on this project.

The portion of the project in the vicinity of Shotgun Creek Bridge is located within a 100-year flood hazard zone and regulated under Lane Code 16.244. A Special Use Permit is required for floodplain requirements, pursuant to Lane Code specifications.

**ATTACHMENTS:**

- Attachment 1 – Roads Advisory Committee Minutes, March 30, 2005, Marcola Public Hearing.
- Attachment 2 – Project Information Sheet, Includes the Individual Project Prioritization Matrix.
- Attachment 3 – Copies of written Public Comments received to date.

**EXHIBIT C - Public Record as of April 15,  
2005**

ROADS ADVISORY COMMITTEE

March 30, 2005  
Goodson Room  
5:45 p.m.

MEMBERS PRESENT: Pete Maury, Jody Ogle, Jack Radabaugh, Rex Redmon, Leo Stapleton

MEMBERS ABSENT: Don McClure, Tom Poage

B/CC PRESENT: Anna Morrison, Faye Stewart

STAFF PRESENT: Ollie Snowden, Sonny Chickering, Tom Stinchfield, Howard Schussler, Bill Morgan, Mike Pattle, Jason Lien, Mike Russell, Tanya Heaton, Vonnie Rainwater

Stapleton called the meeting to order at 5:45 p.m.

I. PUBLIC COMMENT – None

II. APPROVAL OF MINUTES

Motion: Radabaugh moved to approve the minutes of February 23, 2005, as written. Maury seconded. All present voted in favor and motion carried.

III. ROAD FUND REVIEW AND CIP OPTIONS

In addition to the packet material, Snowden distributed the Road Fund Analysis depicting 4 trends to set the context for the CIP discussion to give a better understanding of why the CIP looks like it does and discussion on a countywide motor fuel tax. The Board is sympathetic to the cities call for continuation of the County/City Road Partnership, but they also recognize the difficulty of accomplishing that. The Board directed staff to look at a countywide motor fuel tax as a means of continuing the County/City Road Partnership. Many people have trouble understanding if the Secure Rural Schools is reauthorized at its current level, which is about \$20 million a year, what's the problem, why do we have this problem going forward.

Snowden identified four trends: 1) our revenues aren't increasing at the rate of inflation. The first graph indicates beginning in FY 01/02 that our revenues are flat and expenses are increasing faster than the rate of inflation. This graph indicates that by FY 05/06 our expenses are about 38% higher than they were in FY 01/02. This is for continuation at the same level of employment. We have costs driven by increased benefit costs, health care costs, 2% cost of living, and increased fuel costs. When we look at the CIP, we don't have enough work to keep all of our Design and CIP staff busy, so this graph assumes there will be about \$1 million worth of CIP staff reductions in FY 06/07 and another \$1 million in FY 07/08.

Trend 2 shows at the end of this FY about a \$38 million fund balance in the Road Fund, but we're using that balance to support the existing CIP. The graph shows that we have been overspending for the last several years and will continue to overspend. We're spending more than we're taking in and it's dropped the fund reserve. If the CIP projects are built on the schedule that we have in the CIP and we honor our agreements with the cities to sharing funding, the fund balance will be gone within about 4 years.

Trend 3 shows that the new revenue of \$40 million a year is not sufficient to support the historic \$15 million capital program level. The \$15 million includes County/City Road Partnership,

preservation program, and modernization projects. In FY 01/02, the first year of the Secure Rural Schools funding, our operating expenses were about \$25 million but our new revenue was \$40 million, leaving about \$15 million for our capital program. The graph shows moving forward, even with \$1 million in staff reductions in FY 06-07 and FY 07/08, by the time we get to FY 09/10 we're left with about a \$5 million disparity between operating expenses and revenues, which means we'll have no money to put into a capital program. If these trends bear out, the proposed CIP is over programmed; there isn't enough money to build the projects that are in the 5-year program. We don't need to change it now because things could change between now and 2010, but for this year, the proposed CIP is reasonable to go forward, even though it's probably over programmed.

Trend 4 highlights the revenue stream, which doesn't show an even revenue stream in FY 07/08. It shows that from July to December, when we receive our Secure Rural Schools payment, we don't have enough cash flow to meet payroll. Once we have drawn our cash fund balance down to a certain level, we're going to need \$8 million at the beginning of each fiscal year in order to make payroll between July and December. It may look like we have \$8 million, but we need it to meet operating expenses.

What this shows is that we have a structural problem between our expense trends and our revenue trends. If the Committee wants to recommend to the Board that we continue the County/City Road Partnership, there are two ways to do that – 1) increase revenue or 2) tell the Board what not to do in order to fund County/City Road Partnership. That's where we come back to the request from the Board to look at a countywide motor fuel tax.

The memo dated March 30, 2005 regarding County/City Road Partnership Funding outlined three potential concepts. Staff is asking the Committee to make a recommendation on a countywide motor fuel tax to the Board. These are very rough numbers based on research done by Becky Koble a number of years ago prior to the City of Eugene implementing its motor fuel tax. Currently, the cities of Oakridge, Eugene, Springfield, Cottage Grove and Veneta have a 3-cent motor fuel tax in place; Florence is voting on it in May. Eugene's motor fuel tax will increase to 5 cents on April 1. If we were to look at a 3-cent countywide motor fuel tax that does not include heavy trucks, it would raise enough money to continue the County/City Road Partnership at its current level of \$2.5 million and would generate approximately another \$1 million that could be set aside to match ODOT projects or regional road projects. In the past the Oregon Transportation Commission has made it clear to the county and cities that when they have a major project on the state highway system, they expect local government to step forward with some type of match. This proposal could give some money to go into a pot for ODOT match.

The second proposal would be a 5-cent gasoline tax on top of the existing city taxes and that would generate about \$6 million overall and could continue County/City Road Partnership at \$2.5 million a year and \$3.5 million for ODOT match or regional road projects.

The third proposal is more complicated and would implement a 5-cent gas tax but reach some agreement with the cities that have a motor fuel taxes that they would rollback 3 cents worth of whatever they have in place. The County would put its 5 cents in place and that would generate enough money to backfill the lost revenue that the cities gave up by rolling back their 3-cent tax. It would continue the County/City Road Partnership at \$2.5 million a year and give about \$1 million for ODOT match/regional road projects.

None of these proposals are a long-term fix because ODOT's forecast for gasoline consumption in Oregon is relatively flat. ODOT feels we're going to see an infusion of high mileage, hybrid vehicles or alternative fuels vehicles much sooner. We're asking the Committee to: 1) make recommendation to the Board on the CIP, and 2) make a recommendation or comments to the Board on a countywide motor fuels tax. The reason we're focusing on a motor fuels tax is that the Board can implement a motor fuels tax without going to a vote of the people. The Board could propose a countywide local option vehicle registration fee, but that by statute has to go to a vote of the people. We don't expect anything that would go to a vote would be successful.

Currently, the cities have been able to implement these motor fuels taxes without voters circulating a petition, except in Florence. Staff feels that increasing the fuels tax needs to be addressed at the State Legislature on a statewide basis. 1993 was the last time there was a gas tax/weight mile fee increase. Even though the Legislature passed OTIA I, II and III, most of that money went to the state system for modernization or bridge projects.

Commissioner Stewart commented on Cottage Grove's gas tax and in the year they implemented it, they projected receiving about \$80,000; however, it's brought into the city approximately \$440,000 for that year. In looking at the estimated figures for Cottage Grove, it isn't near the \$440,000 that they're taking in and he's sure they'll scream about that. If we replace their tax with a 5-cent tax and only give them \$161,000, I'm sure they won't like that. Snowden stated that he based his figures on material he received from the City of Eugene. Those figures were based on information obtained from ODOT on the gallonage that they expected to be sold countywide and Becky Koble distributed it on a population basis. He feels that with Eugene, Springfield and Cottage Grove there will be a larger percentage of gas stations in their corporate limits than they have population in the corporate limits. Perhaps the population basis distribution is a long ways off.

Commissioner Morrison asked if there are records of the amount of gas sold to each of these stations to give you an idea by city what their volume is. At yesterday's regional managers meeting, Meyers was very outspoken in regards to the City of Cottage Grove and the gas tax and they weren't about to give up what they had.

Stinchfield stated that Eugene is getting a little higher than had been estimated for the gas tax. He mentioned that ODOT collection services are quite cheap.

Snowden stated that he's meeting with Gary Likens from Jerry Brown Company and he will ask him some of these questions. Commissioner Morrison suggested talking to John Anderson from Truck 'n Travel, and also Tyree Oil. Snowden stated that he wasn't recommending a fuel tax on trucks over 26,000 lbs.

Commissioner Morrison asked the Committee members if they have heard any comments. Ogle has heard comments from about 4 different people that gas is already outrageous, how can they add more to it. She feels most people have a lack of awareness on how our Road Fund dollars work.

Radabaugh stated that he served on the County's Service Stabilization Task Force. He distributed pages 8 and 9 from the Task Force's October 26, 2004 minutes identifying 21 different tax options and highlighting two of his quotes. Two people suggested a gas tax – David Piercy and himself. He feels that over the long haul, Lane County doesn't have a choice. We have 50,000 people coming into this county over the next 10 years and you can't go on the way we're going especially with transportation and expect to provide the services that 50,000 more people are going to expect. There are a lot of taxable elements in transportation, i.e. toll roads, registration, gas. It's going to get worse if we don't find new revenues. He doesn't see much prospect in making cuts to reduce the "jaws" affect.

Commissioner Morrison asked about controlling employee costs. Redmon suggested canceling projects. As a consumer, if I run out of money, I quit buying things. I think the taxes are inevitable, because we're still going to have maintenance costs and maintenance costs are still going to increase. We're going to need more revenue just to stay flat. It appears that we're trying to find ways to pay for things we can't afford, and we're realizing that we still can't afford to pay for them even if we pass additional taxes. We may still need to do the gas tax of some sort. He feels we need more discussion on being fiscally responsible with the revenue stream we know we have instead of having the red bar (operating expenses) being taller than the blue bar (revenue).

Snowden stated that Board policy has been that they wanted to draw down the reserve. The Board felt it was more important to put the money out to work than keep it in a rainy day fund. It's not that we're being fiscally irresponsible by spending more than we're taking in, but we're following Board direction to get the money out there and build projects. Commissioner Morrison added that she wanted to put the money in a reserve, but the majority of the Board approved putting \$10 million in CaPP projects for the communities to apply for even though the Federal legislation was going to end in 2006. The problems with that legislation being reauthorized are increasing. Many times the cities have been here on projects that have exceeded what their original request was. Where do we worry about our system? I don't see the cities coming to us and saying we'll give you \$1 million so you can fill potholes on these back country roads. They don't believe in those country roads because most of the population comes to the city; that's where the traffic is and that's where the money should be focused. I don't know where we can tighten the purse string.

Radabaugh commented on a way to tighten the purse string that was suggested at the Service Stabilization Task Force. Jeff Miller suggested getting Eugene, Springfield and Lane County together on medical services. Commissioner Morrison commented on the discussion yesterday regarding controlling benefit costs. Commissioner Stewart added that it didn't appear that there would be a big cost savings in forming a larger entity unless the benefits they actually received were reduced.

Snowden stated that Secure Rural Schools increases at one-half the rate of inflation and the gasoline State revenues we receive are increasing 1-2% a year. We still have a structural problem even with a significant cost containment on benefits.

Commissioner Stewart asked how much the expenses and material costs are going up, and how much of that is to labor. Snowden stated he could get that information. He stated that the Engineering budget went up 12% overall, but doesn't know how much of that was materials/supplies and how much was labor. He mentioned that a 2% cost of living is built into all these projections. There was quite a spike this year in Engineering's budget, and Snowden stated he wasn't sure why. Perhaps it's due to a number of retirements over the last few years and a lot of new employees have been hired but we're finding in many salary ranges that we're noncompetitive with the market and we can't hire new people at much below the incumbent's salary. There are a lot of merit raises built in for all the new employees.

Stapleton asked if we can get the cities comments on this proposal. Snowden stated that he met with the City Managers group yesterday and it was a concept that was not well received. Stapleton added that when he first started on the Committee, there was a lot of Road Fund money, and the Committee was recommending to hold onto the money a long time ago. Snowden referred to living within our means and stated that Chickering's draft CIP does just that. It assumes full reauthorization of the Secure Rural Schools at the current level. But because the revenues are flat and expenses are increasing, if we can balance it one year, we're out of balance the next year.

Snowden told the Committee they have three choices: 1) recommend the proposed CIP presented by Chickering that terminates the County/City Road Partnership at the end of FY 06/07; 2) recommend a revenue increase, whatever that is, that is sufficient enough to add back the County/City Road Partnership; or 3) tell the Board where to cut projects that are in the CIP to fund the County/City Road Partnership.

Redmon asked for clarification that this is based on the current CIP, but we're still not going to make it. Snowden replied that if the trends hold true, that's correct. Sometimes we don't always get the CIP projects out to contract on schedule. The slope for the decline in the fund balance may actually be flatter than what it shows here if the projects don't go out to contract. We're looking at ways to provide services for the other cities in Lane County or other County departments to generate more revenue. We are currently doing some work for Springfield.

There may be other project-related revenue streams that could come in and could affect the need to make as many layoffs as we have programmed in FY 06/07 and 07/08.

Motion: Radabaugh moved that the Committee approve Proposal B for a five-cent gasoline tax on top of existing city taxes in Snowden's March 30, 2005 memo on County/City Road Partnership Funding. Motion failed due to a lack of a second.

Radabaugh concurred that none of these concepts will provide a long-term fix, but something needs to be thought through in terms of a long-term fix. He feels that a 5-cent gas tax is a starting point.

Redmon feels there is a fundamental flaw here and the red bars are still shorter than the blue bars even when we run out of money and even with the taxes, it's not going to change. Until we get the red bars shorter than the blue bars, nothing we do is going to fix anything. Snowden stated that with all the assumptions we're making, he doesn't feel it will hurt to be out of balance in the fifth year with this year's CIP. Next year we'll have a better idea of where we're headed with Secure Rural Schools and we will be in a continual readjustment as we go forward.

Redmon added that it appears the electorate as a whole is unwilling to pay their fair share for what they want. If we don't show some legitimate effort to try and get it in balance, then it's harder to get more taxes when we're not trying to get it in balance. I know you're trying to get it in balance; I just want to make sure we've exhausted every effort to cut capital projects and just focus on maintenance. If people don't like the fact that roads aren't getting built, then perhaps they'll consider paying their fair share of taxes. He feels we need to try and spend less than what we're taking in. He suggested looking at the CIP again and pare it down and propose to the community what we can really afford and then let them decide if that is what they want. Snowden stated that all these projects assume we're going to make \$2 million in staff reductions over a two-year period because there isn't enough CIP work to support that. This round of reductions is rather straight-forward in that we don't have enough projects to keep two Design teams busy based on the priorities set here and the County's Strategic Plan. If you're saying get rid of all the CIP projects or nearly all of them, at that point we need a more fundamental review of the services that Lane County Engineering provides because I think it's a mistake to completely wipe out your design and field capabilities. It's a resource that is valuable to Lane County and the community, and to disband you will be losing expertise that is difficult to replace. Before we get to that point, we need to have a more wide scale review of everything that we use Road Fund money for, and perhaps not all the cuts come out of just the capital side.

Maury made 3 comments: 1) feels there would be a revolt if you try and implement a countywide gas tax, 2) Road Partnership program isn't a partnership deal – you're giving the cities money and they don't give us anything back, 3) doesn't feel things will continue as they are now; thinks the price of oil will go down significantly. If we go to hybrid cars, there's only going to be a few who can afford them.

Snowden stated that we have a serious problem; we don't have a crisis yet but we need to make adjustments now or it will become a crisis. The proposed CIP continues the County/City Road Partnership for another two years, so the Board doesn't have to implement a motor fuel tax in May in order to continue that program. They can wait and see if there is a significant drop in motor fuel prices and then try at that point.

Stapleton stated he's hearing that Eugene put in their gas tax a year ago and that gave them a foothold to do the next one. Everyone says it will just keep going and going. About 90% of the constituents believe their property taxes are paying for the roads. Snowden stated that you're going to have to do what you think the city is going to do because the gasoline consumption is not growing at a pace faster than inflation.



Motion: Maury moved to shelve the countywide motor fuel tax proposal for the time being and look at the situation a couple of months later. Ogle seconded. All present voted in favor and motion carried.

Redmon stated he feels this is something that is going to need a lot more than 30 minutes of debating after seeing first preliminary studies with very few actual numbers. Anything we look at that takes tax money away from the cities and gives it back to them, needs to give it back to them at the rate they're taking it in not one that we arbitrarily decide based on population. I think this needs more study. He expressed confusion about the reciprocating agreement with the cities that it's always us giving and them not giving back, but if I'm not mistaken it's really the Federal government's money that we're delegating for uses within Lane County, not Lane County money. Snowden stated that it's money that the original intent was that it's in lieu of taxes. The Federal Lands that were taken in to make the forest system are not available for local property taxes. It was in lieu of property tax payments. Radabaugh asked if it's a pass-through rather than just for Lane County. Snowden stated the check is made out to Lane County. Commissioner Morrison added that these lands are not in the incorporated parts of the County. They're all in unincorporated parts of the County and the Federal government does not pay taxes. The agreement is that in lieu of those taxes, we were to get a percentage of the revenue off of those lands when timber was harvested to be used on county roads and/or schools in rural areas. That is the formula that has been in existence since 1908. Ogle added that it's to take into account the wear and tear of the log trucks on the county roads and those are rural county roads. Commissioner Morrison stated that under the Federal law we do not have to give any to the cities; we are the only county that does that. She added that the State decides the distribution formula for the Federal Timber Receipts and they could change that formula and instead of the County getting 75% and 25% for schools, they could change it and it could be reversed. The State tried to change it to a 50/50 split but we worked hard to salvage that money for the county and we won. The O&C money comes to the county and goes to the General Fund.

Ogle stated we need to see where everything is going on the Road Fund. If our budget is dropping and we know that our reserve is dying, she doesn't feel we can make a decision on a gas tax until we can look at where all the dollars are going and will take more than an hour discussion.

#### IV. CAPITAL IMPROVEMENT PROGRAM FY 05/06-FY 09/10

Stinchfield stated that staff recommends forwarding the proposed CIP to the Board as very few changes were made from the public hearing. We didn't make any further cuts to fund the County/City Road Partnership. We made six suggested changes that are minor to individual projects that are highlighted in the March 30, 2005 memo. The overall recommended CIP has been reduced by \$140,000 from what was published. It has changed the big picture and doesn't resolve the issue with the cities. If you want to change the funding for the County/City Road Partnership, then other projects would need to be cut.

Ogle stated that she drives a lot of roads and was disappointed that Sears Road was cut. She felt that this project really needed to be done; the road is really bad and needs major work. She commented on Greenhill and felt it was in good shape. Chickering stated that the two roads are in a different hierarchy in the evaluation process. Sears Road has a lower ADT and is load posted; the road is in bad shape and is posted no trucks during the winter months. In order to bring this road up to county standards would take more money to benefit a relatively few number of residents. Greenhill is an urban standards project, the ADT is higher, and is used as a cutoff from W. 11<sup>th</sup>.

Commissioner Morrison commented on the Sears Road project and suggested taking money from culvert replacement for fish passage for Sears Road, or if we took money from the Assisted Housing Fund. Chickering stated that that is an option. Regarding the Assisted Housing Fund,

Snowden stated that it's fundamental change from what we've done in the past. We used to set aside \$1 million every 3<sup>rd</sup> year and it rolled over, so we divided it up every year.

Redmon expressed disappointment that the cities weren't notified that the County/City Road Partnership was being cut before it was published, and thought a courtesy would have been nice. Commissioner Morrison stated she thought an announcement was made at the regional managers meeting in December. Chickering stated that at the time Snowden was presenting information on the general Road Fund issues and sent a letter to the cities informing them of that; however, the decision to cut the County/City Road Partnership was made just hours before it was printed and put in the mail, so it occurred before we had an opportunity to make those phone calls. He referred to the City of Lowell's letter and the impact it will have. Chickering added that this cut won't happen for two years, so they have two fiscal years to make adjustments. Commissioner Morrison stated that when we got the reauthorization, we made the announcement then to all of the cities that the County/City Road Partnership would be an annual renewal not just a blanket like it had been in the past and that every year it would be revisited. The conversations with the cities have been going on. We had a joint meeting with all the cities at LCC last spring to discuss some of these issues. Ogle asked if the cities have other means of getting their money from developments. They have SDCs.

Motion: Radabaugh moved to recommend to the Board of Commissioners approval of the Capital Improvement Program for FY 05/06-FY 09/10 as proposed. Maury seconded. VOTE: 3-2. Ogle and Redmon dissenting.

Stinchfield distributed a copy of a letter from Dunes City received by FAX and it will be included in the packet sent to the Board.

**V. PUBLIC HEARING – MARCOLA ROAD IMPROVEMENT PROJECT**

Pattle gave a background on the Marcola Road, Phase III project, which is a rural major collector that serves as link to the Mohawk Valley from the metro area. It also serves as a direct link to Linn County. Phase III is the final phase of three phases from Wendling Road to Johnson Road. He highlighted some of the project features including a new bridge at Cash Creek. The design speed of the road will be 55 mph. some vegetation removal will be necessary to improve better sight distance, and new driveway aprons for abutting property owners and culvert replacements where needed. The curve between Paschelke and Hileman is proposed to be straightened and realigned. He indicated that proposed design plans for Option 1 and Option 2 were available for review. He reviewed Option 1 and Option 2. The project will improve the public safety and enhance road performance and create recreation tourism.

Stapleton opened the public hearing.

1. Byron Dowdy, 93692 Marcola Rd., stated that he lives by Shotgun Creek. His main concern is that the new alignment is going to run close to his front porch and two big old growth trees will be taken out and a bunch of cedar trees. The traffic by there is loud enough as it is and when they take all the trees out, the lights will shine right in our front room. My main concern is losing all the trees and having to listen to the traffic a little louder.

Ogle asked what his proposal would be. Dowdy suggested widening Shotgun Bridge and go further over on Mr. Downing's property. He would like to see the road straightened without taking out his trees. Those 2 big fir trees are probably 100 years old and would take a long time to replace; the other trees are about 30 years old.

2. Marjorie Dowdy, 93692 Marcola Rd., stated that it will devalue their property by taking out those trees.

3. Winn Bullis, 93280 Marcola Rd., stated this his driveway is on the sharp corner that we're talking about taking care of. There have been numerous accidents on that corner since we moved there in 1983; there was one fatality. He favors getting rid of the corner. He and his wife are in favor of Option 2. Option 1 with the straight stretch would allow cars to go faster as they drive fast enough as it is. With Option 2 it would keep the ambiance of a country road and get people to slow down a little bit. He expressed concern about the road noise and hopes the new pavement will help. He would like to see as many trees as possible saved. He doesn't have any problem with widening the road.

4. Tom Citti, 93398 Marcola Rd., stated he is a direct neighbor of Mr. Bullis. He showed on the map where his driveway is located. He has owned his property since 1988. An existing abandoned railroad bed abuts his property and acts as a buffer to his property from noise and sight from Marcola Road. He favors Option 2. Option 1, when they straighten the road, would eliminate the railroad bed and would open up his property to more noise and sight of the road, which will devalue his property. When Weyerhaeuser logged that area a year ago, they left a buffer of trees along the railroad bed for him and they're approximately 10-15 years old. Option 2 would leave the railroad bed intact and provides a buffer from the sight of the road.

5. Lee Downing, 39468 Wendling Rd., stated he also had concerns with the trees being removed. He favored Option 1 lining up with Cash Creek Bridge. He said straightening the road to Cash Creek made sense. He said it is safer to have a straight road with wide shoulders than one with curves. He mentioned that adding a curve will not slow people down; people will speed regardless. He also stated that straightening, widening, and building a new road would increase property values.

Pattle stated that he is working with Design on some of the questions/concerns mentioned tonight about the trees and alignment issues. Lane County makes every effort to save trees.

Stapleton closed the public hearing.

Redmon requested more information on the residents' who spoke regarding sight distance issues and saving their trees.

Meeting adjourned at 7:30 pm.

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Vonnie Rainwater  
Recording Secretary



## LANE COUNTY

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

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March 16, 2005

**RE: Marcola Road, Phase III Public Hearing**

To whom it may concern:

This is a follow-up to the letter that was sent to you last month. There will be a public hearing before the Roads Advisory Committee regarding the Marcola Road widen and overlay project at the following time and location:

**Wednesday, March 30, 2005 – 7:00 PM**  
**Lane County Public Works**  
**Operations Building - Goodson Room**  
**3040 N. Delta Highway, Eugene**

The public hearing is an opportunity for the public and interested parties to provide testimony about the project. There will be a short presentation before the public hearing opens.

The widen and overlay project is currently scheduled for construction in Summer 2006 on Marcola Road in Lane County at milepost 11.49 to 16.08. The project consists of a widen and overlay with two 11-foot travel lanes and 6-foot paved shoulders providing 34-foot of asphalt surface. The project will replace the Cash Creek Bridge and improve or replace the Shotgun Creek Bridge. An alignment change is proposed between Paschelke Road and Hileman Road. The realignment would straighten a sharp horizontal curve between Paschelke and Hileman Road. The design speed between Mile Post 11.49 and 16.08 is 55-miles per hour except where posted.

Travelers may experience some delay during the construction period with flaggers regulating traffic; however, we anticipate that the road will remain open to through traffic. The total cost of the project is estimated at \$3,200,000 million.

To date, we have received 22 public comments regarding the project. Written comments may be sent or emailed to Mike Pattle, Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 or [mike.pattle@co.lane.or.us](mailto:mike.pattle@co.lane.or.us). **All comments need to be received in writing by April 8<sup>th</sup> 2005**, the approved design concept will then be sent to residents and interested parties for a 30-day review and comment period before the item is presented to the Board of County Commissioners. Adoption of the design concept by the Board of Commissioners authorizes Lane County Public Works staff to proceed with the project.

If you need more information, please contact me at (541) 682-6949.

Sincerely,

Mike Pattle  
Engineer Associate  
Transportation Planning

**Marcola Road - Project #1900-1**

Wendling Rd. to Johnson Rd. MP 11.49 to 16.08

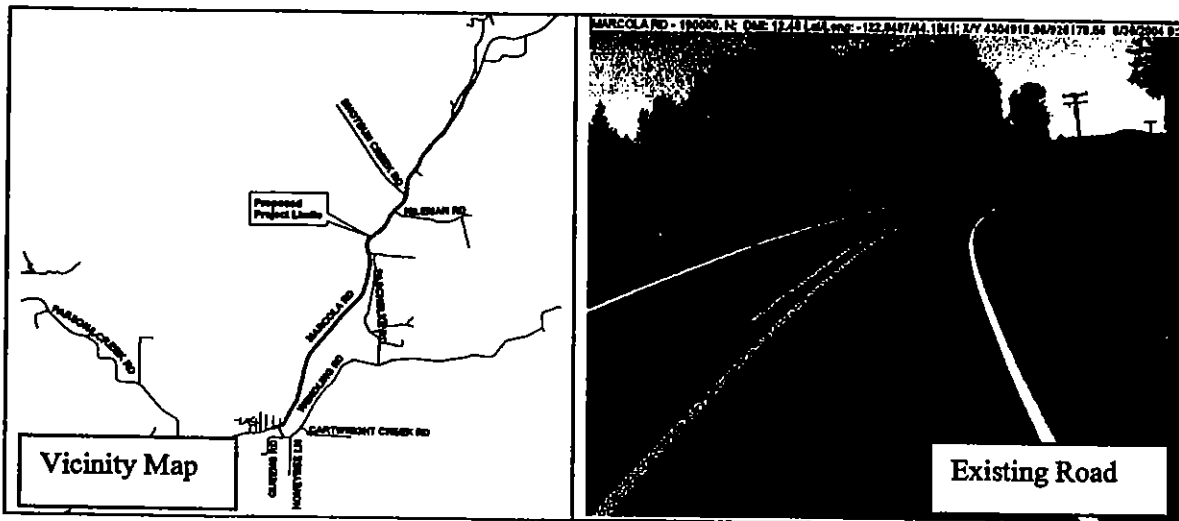
Estimated Cost: \$3,520,000

**PRELIMINARY PROJECT SCOPE:** Widen and overlay, realign curves to achieve 55 MPH design speed.

	ADT* (year)	PCI**	Avg. Width (ft.)	Reported Crashes (5 yr)	Functional Class
<b>Existing Conditions</b>	1,900 (2001)	70	23	14	Rural Major Collector

\*Average Daily Traffic

\*\*Pavement Condition Index (1-100)



**Define the Problem:** High speeds and heavy truck traffic necessitate modernization of the road to improve safety. Pavement structure needs improvement as well. The Cash Creek Bridge is included in the project due to decayed timber pilings and caps that require replacement.

**Proposed Solution:** Add pavement structure with a 2-inch overlay. Widen to provide paved shoulders and meet County standards and realign two curves that do not maintain a 55 MPH design speed. The bridge structure will likely be replaced with a new structure consistent with applicable standards for load capacity, geometry, and safety features.

**Project Status:** Scheduled in the 06-10 CIP in FY 2007. This is a "committed" project. Identified in Lane County TSP as project #88.

**Project Category:** General Construction

**Submitted By:** Lane County Public Works

**Roadway Jurisdiction:** Lane County

## **ATTACHMENT 3**

### **WRITTEN PUBLIC COMMENTS**

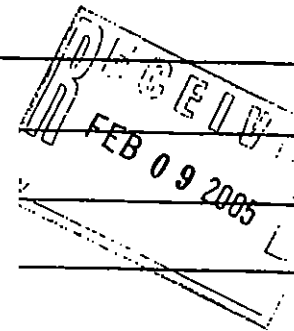
## COMMENT SHEET

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 Monday March 21, 2005 to Mike Pattle, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.



**PROJECT:** Marcola Phase III Road Improvement

Name WYNN BULLIS



- |                                                                                                                                                                           | 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 Marcola Road Phase III?<br><small>(Marking "Do Not Support" indicates support for "No-Build" design alternative)</small> | <input type="checkbox"/> | <input checked="" type="checkbox"/>                             | <input type="checkbox"/>                               |
- 
- |                                                                                     | Option 1<br>(Widen/Overlay)<br>Alignment -<br>Horizontal Curvature | Option 2<br>(Widen/Overlay)<br>Alignment -<br>Horizontal Curvature |
|-------------------------------------------------------------------------------------|--------------------------------------------------------------------|--------------------------------------------------------------------|
| 2. Is there a design alternative that you prefer over the others? If so, which one? | <input type="checkbox"/>                                           | <input checked="" type="checkbox"/>                                |
3. Is there another option you feel we should consider? Please explain below.

Comments:

I STRONGLY FEEL THAT OPTION #2 IS THE BEST FIT FOR THIS PROJECT. IT WILL PRESERVE THE AMBIENCE OF A COUNTRY ROAD ATMOSPHERE WHILE ALSO KEEPING THE SPEED OF TRAFFIC DOWN IN AN AREA

(OVER)

WHERE NUMEROUS ACCIDENTS HAVE TAKEN PLACE.

AT THIS POINT, SINCE THE RIGHT OF WAY BOUNDARIES HAVE NOT BEEN SURVEYED, I WOULD REQUEST THE AN OPTION BE LEFT OPEN FOR THE RE-LOCATION OF OUR DRIVEWAY IF THIS BECOMES NECESSARY. THE RE-LOCATING, IF NEEDED, SHOULD NOT BE A COST BORNE BY US BUT SHOULD BE ADDED INTO THE COST OF CONSTRUCTION.

I WOULD ALSO REQUEST THAT ANY AND ALL TREES THAT ARE TO BE REMOVED IN THE NEW RIGHT OF WAY BE REPLACED SO THAT OUR FEELING OF SECLUSION IS MAINTAINED AND TO HELP WITH THE KEEPING OF ROAD NOISE TO A MINIMUM.

WYNN BULLIS  
Wynn Bullis



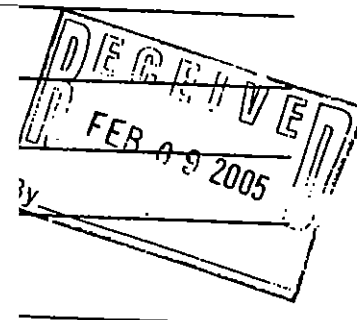
# COMMENT SHEET



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**PROJECT:** Marcola Phase III Road Improvement

Name Wynn + Nancy Bullis



1. In general, do you support the improvement of Marcola Road Phase III?

(Marking "Do Not Support" indicates support for "No-Build" design alternative)

Support

☐

Support with conditions  
(Please explain in Comments section)

☒

Do Not Support  
(Please explain in Comments section)

☐

2. Is there a design alternative that you prefer over the others? If so, which one?

Option 1  
Increased Horizontal Curvature  
Straightening

☐

Option 2  
Less Horizontal Curvature  
Straightening

☒

3. Is there another option you feel we should consider? Please explain below. (leave road as is, just widen)

Comments:

I feel Option 2 would be the better alternative as it would keep a country road - curvature - which would slow drivers down before they get to the curve along

our property at Mile Post 14. Option 1 would be disastrous, creating "another" drag strip from Hileman to our drive way. At this point, since we are not sure as to how our drive way will be affected, when we attended the open house 1/19/05, we request that we be given the option of changing the location if necessary. This should not be a cost borne by us, but should be included in construction. We also request that trees removed in the new right of way be replaced so that we maintain our feeling of seclusion & also to help with keeping the road noise to a minimum.

Nancy L. Buller

# COMMENT SHEET

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**PROJECT:** Marcola Phase III Road Improvement

Name Daniel Beckham

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

- |                                                                                                                                                            | 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 Marcola Road Phase III?<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>Increased Horizontal Curvature<br>Straightening | Option 2<br>Less Horizontal Curvature<br>Straightening |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------|
| 2. Is there a design alternative that you prefer over the others? If so, which one? | <input checked="" type="checkbox"/>                         | <input type="checkbox"/>                               |
3. Is there another option you feel we should consider? Please explain below.

Comments: I like wider shoulders and the wider road for safety reasons.

\_\_\_\_\_

\_\_\_\_\_

# COMMENT SHEET



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**PROJECT:** Marcola Phase III Road Improvement

Name Mohawk Valley Rural Fire Dist. - Steve Schultz

Address \_\_\_\_\_

Mailing Address \_\_\_\_\_

Phone \_\_\_\_\_

Support

Support with  
conditions  
(Please explain in  
Comments  
section)

Do Not  
Support  
(Please explain in  
Comments section)

1. In general, do you support the improvement of Marcola Road Phase III?



(Marking "Do Not Support" indicates support for "No-Build" design alternative)

Option 1  
Increased Horizontal  
Curvature  
Straightening

Option 2  
Less Horizontal  
Curvature  
Straightening

2. Is there a design alternative that you prefer over the others? If so, which one?



3. Is there another option you feel we should consider? Please explain below.

Comments:

The Fire dist. is concerned about delayed response. Several of the vehicles are too heavy to go over the covered bridge

# COMMENT SHEET



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**PROJECT:** Marcola Phase III Road Improvement

Name Robert S. Russell

Address \_\_\_\_\_

Mailing Address \_\_\_\_\_

Phone \_\_\_\_\_

Support

Support with  
conditions  
(Please explain in  
Comments  
section)

Do Not  
Support  
(Please explain in  
Comments section)

1. In general, do you support the improvement of Marcola Road Phase III?



(Marking "Do Not Support" indicates support for "No-Build" design alternative)

Option 1  
Increased Horizontal  
Curvature  
Straightening

Option 2  
Less Horizontal  
Curvature  
Straightening

2. Is there a design alternative that you prefer over the others? If so, which one?



3. Is there another option you feel we should consider? Please explain below.

Comments:

Would like to see the curves south & north of Shotgun Creek Rd. & curve at Marcola straightened. This secretly fully would require moving the bridge across Shotgun Creek to accommodate (i.e. closer to the river).

# COMMENT SHEET



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**PROJECT:** Marcola Phase III Road Improvement

Name Ronald G. Greenacre

- |                                                                                                                                                            | 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 Marcola Road Phase III?<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>Increased Horizontal Curvature<br>Straightening | Option 2<br>Less Horizontal Curvature<br>Straightening |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------|
| 2. Is there a design alternative that you prefer over the others? If so, which one? | <input checked="" type="checkbox"/>                         | <input type="checkbox"/>                               |
3. Is there another option you feel we should consider? Please explain below.

Comments:

Mike. I would like a snapshot of  
The options

# COMMENT SHEET



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**PROJECT:** Marcola Phase III Road Improvement

Name Gerab Cleaveland

- |                                                                                                                                                            | 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 Marcola Road Phase III?<br>(Marking "Do Not Support" indicates support for "No-Build" design alternative) | <input type="checkbox"/> | <input checked="" type="checkbox"/>                             | <input type="checkbox"/>                               |

- |                                                                                     | Option 1<br>Increased Horizontal Curvature<br>Straightening | Option 2<br>Less Horizontal Curvature<br>Straightening |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------|
| 2. Is there a design alternative that you prefer over the others? If so, which one? | <input checked="" type="checkbox"/>                         | <input type="checkbox"/>                               |
| 3. Is there another option you feel we should consider? Please explain below.       |                                                             |                                                        |

Comments: Do not increase speed

# COMMENT SHEET

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**PROJECT:** Marcola Phase III Road Improvement

Name Janet Fratella

Address \_\_\_\_\_

Mailing Address \_\_\_\_\_

Phone \_\_\_\_\_

**Support**

**Support with conditions**  
(Please explain in Comments section)

**Do Not Support**  
(Please explain in Comments section)

1. In general, do you support the improvement of Marcola Road Phase III?

(Marking "Do Not Support" indicates support for "No-Build" design alternative)

☒☐☐

**Option 1**  
Increased Horizontal Curvature  
Straightening

**Option 2**  
Less Horizontal Curvature  
Straightening

2. Is there a design alternative that you prefer over the others? If so, which one?

☒☐

3. Is there another option you feel we should consider? Please explain below.

Comments:

Review curve & road entry at  
Shotgun Creek & Marcola Hwy.



# COMMENT SHEET



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**PROJECT:** Marcola Phase III Road Improvement

Name Lon Laughlin

Address \_\_\_\_\_

Mailing Address \_\_\_\_\_

Phone \_\_\_\_\_

- |                                                                                                                                                                           | Support                             | Support with<br>conditions<br>(Please explain in<br>Comments<br>section) | Do Not<br>Support<br>(Please explain in<br>Comments section) |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|--------------------------------------------------------------------------|--------------------------------------------------------------|
| 1. In general, do you support the improvement of Marcola Road Phase III?<br><small>(Marking "Do Not Support" indicates support for "No-Build" design alternative)</small> | <input checked="" type="checkbox"/> | <input type="checkbox"/>                                                 | <input type="checkbox"/>                                     |

- |                                                                                     | Option 1<br>Increased Horizontal<br>Curvature<br>Straightening | Option 2<br>Less Horizontal<br>Curvature<br>Straightening |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------|
| 2. Is there a design alternative that you prefer over the others? If so, which one? | <input checked="" type="checkbox"/>                            | <input type="checkbox"/>                                  |
| 3. Is there another option you feel we should consider? Please explain below.       |                                                                |                                                           |

Comments:

Traffic management During Rush hours  
of particular concern - (During construction)  
please minimize waits.

# COMMENT SHEET

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**PROJECT:** Marcola Phase III Road Improvement

Name Kristie Smith

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Support**

**Support with conditions**  
(Please explain in Comments section)

**Do Not Support**  
(Please explain in Comments section)

1. In general, do you support the improvement of Marcola Road Phase III?



(Marking "Do Not Support" indicates support for "No-Build" design alternative)

**Option 1**  
Increased Horizontal Curvature  
Straightening

**Option 2**  
Less Horizontal Curvature  
Straightening

2. Is there a design alternative that you prefer over the others? If so, which one?



3. Is there another option you feel we should consider? Please explain below.

Comments:

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# COMMENT SHEET

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**PROJECT:** Marcola Phase III Road Improvement

Name

Ron White

1. In general, do you support the improvement of Marcola Road Phase III?

(Marking "Do Not Support" indicates support for "No-Build" design alternative)

Support



Support with conditions  
(Please explain in Comments section)



Do Not Support  
(Please explain in Comments section)



2. Is there a design alternative that you prefer over the others? If so, which one?

Option 1

Increased Horizontal Curvature  
Straightening



Option 2

Less Horizontal Curvature  
Straightening



3. Is there another option you feel we should consider? Please explain below.

Comments:

Straighten the curve out just north of  
shotgun Rd.

# COMMENT SHEET

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**PROJECT:** Marcola Phase III Road Improvement

Name Liz White

1. In general, do you support the improvement of Marcola Road Phase III?

(Marking "Do Not Support" indicates support for "No-Build" design alternative)

Support



Support with conditions  
(Please explain in Comments section)



Do Not Support  
(Please explain in Comments section)



2. Is there a design alternative that you prefer over the others? If so, which one?

Option 1  
Increased Horizontal Curvature  
Straightening



Option 2  
Less Horizontal Curvature  
Straightening



3. Is there another option you feel we should consider? Please explain below.

Comments:

straightening out the curve more that is  
on the north side of shotgun Rd. ~~near the~~  
~~roundabout~~ ~~before~~ ~~impro~~

2/20/05  
Atten Michael Pattle

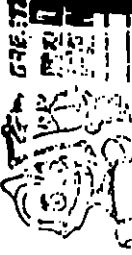
We are living at  
Marcola Rd. and  
feel that making the  
Shoulders wide would  
be a good thing. We  
think a bike path is needed  
as there are a lot of  
people who do bike out  
this way. We are afraid  
some-one will be hit  
if something isn't done  
about the Shoulders

Thank-you

George & Beverly R Plumm

RECEIVED  
FEB 24 2005

CHRISTMAS



## **PATTLE Mike A**

---

**From:** peggy chun [pgracechun@msn.com]  
**Sent:** Sunday, March 20, 2005 10:59 PM  
**To:** PATTLE Mike A  
**Subject:** Marcola Road Improvement

**Categories:** NoHTML

March 20, 2005

Dear Mr. Pattle,

My husband and I received your Public Works Department letter regarding the Marcola Road Improvement project (milepost 11.49 to 16.08) set for the Summer of 2006. We believe that this project is critically important and we are tremendously relieved that this work is finally on the schedule. We have had serious safety concerns regarding this stretch of road for years, and we believe that the County's preferred redesign option will help eliminate a very dangerous curve which is a traffic hazard.

Our home is located between Paschelke and Hileman Roads on the river's side (milepost 14). At least twice per year or more a car or truck has missed that curve and landed in the ditch or our yard. A few times it has been a drunk teenager at night, but mostly it has been regular drivers who have lost control of their vehicle because of that curve. We have been worried sick about this for years. We have helped pull people's vehicles out of the ditch repeatedly, or had to call 911, or have allowed the drivers to use our phone to call for help. Right now, there are tire tracks and skid marks on the bank in front of our home from the most recent accident. We have planted 2 rows of trees in our yard along the roadside in an attempt to create a safety buffer to help stop vehicles from slamming into our yard. We have had vehicles hit our roadside mailbox so many times that we finally stopped fixing it or using it, renting a post office box instead!

When we heard that the County is considering making this hazardous stretch of Marcola Road more safe by straightening out that curve, we felt tremendously relieved!! This is a very sensible and necessary adjustment. It will certainly help reduce accidents, and may even help save lives. And our family will absolutely feel much safer in our yard.

Thank you for your consideration of our comments and safety.

Sincerely,  
Peggy Grace Luke and David A. Chun

# COMMENT SHEET



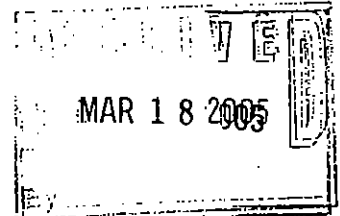
Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Monday March 21, 2005 to Mike Pattle, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.

**PROJECT:** Marcola Phase III Road Improvement

Name Byron & Marjorie Dowdy

- |                                                                                                                                                            | Support                  | Support with<br>conditions<br>(Please explain in<br>Comments<br>section) | Do Not<br>Support<br>(Please explain in<br>Comments section) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------------------------------------------------------|--------------------------------------------------------------|
| 1. In general, do you support the improvement of Marcola Road Phase III?<br>(Marking "Do Not Support" indicates support for "No-Build" design alternative) | <input type="checkbox"/> | <input type="checkbox"/>                                                 | <input checked="" type="checkbox"/>                          |

- |                                                                                     | Option 1<br>Increased Horizontal<br>Curvature<br>Straightening | Option 2<br>Less Horizontal<br>Curvature<br>Straightening |
|-------------------------------------------------------------------------------------|----------------------------------------------------------------|-----------------------------------------------------------|
| 2. Is there a design alternative that you prefer over the others? If so, which one? | <input type="checkbox"/>                                       | <input type="checkbox"/>                                  |



3. Is there another option you feel we should consider? Please explain below.

**Comments:**

As we understand them, either option would remove our front yard trees, including 2 old growth Douglas firs, and place the flow of traffic practically on our front porch. The trees are the primary aesthetic feature of the property. Their removal and the road widening will significantly reduce our property value and our quality of life. The road "improvements" are unnecessary, destructive and intrusive.

# COMMENT SHEET



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**PROJECT:** Marcola Phase III Road Improvement

Name RICHARD F. KINTZLEY

- |                                                                                                                                                                           | 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 Marcola Road Phase III?<br><small>(Marking "Do Not Support" indicates support for "No-Build" design alternative)</small> | <input type="checkbox"/> | <input type="checkbox"/>                                                                          | <input checked="" type="checkbox"/>                                                          |
| 2. Is there a design alternative that you prefer over the others? If so, which one?                                                                                       |                          | <div>Option 1<br/>Increased Horizontal Curvature<br/>Straightening</div> <input type="checkbox"/> | <div>Option 2<br/>Less Horizontal Curvature<br/>Straightening</div> <input type="checkbox"/> |
| 3. Is there another option you feel we should consider? Please explain below.                                                                                             |                          |                                                                                                   |                                                                                              |

Comments: MONEY'S COULD BE BETTER SPENT ON ROADS THAT REALLY NEED IT.  
EX: (MT. VERNON - UP THRU JASPER TO FALL CREEK).



# COMMENT SHEET



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**PROJECT:** Marcola Phase III Road Improvement

Name RICK SPENCER

- |                                                                                                                                                                           | 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 Marcola Road Phase III?<br><small>(Marking "Do Not Support" indicates support for "No-Build" design alternative)</small> | <input type="checkbox"/> | <input type="checkbox"/>                                        | <input checked="" type="checkbox"/>                    |
| 2. Is there a design alternative that you prefer over the others? If so, which one?                                                                                       | <input type="checkbox"/> | Option 1<br>Increased Horizontal Curvature<br>Straightening     | Option 2<br>Less Horizontal Curvature<br>Straightening |
| 3. Is there another option you feel we should consider? Please explain below.                                                                                             |                          |                                                                 |                                                        |

Comments:

I FEEL THIS PROJECT IS NOT NEEDED  
AT THIS TIME. THE EXISTING PAVEMENT  
IS IN VERY GOOD SHAPE, IN GENERAL.

# COMMENT SHEET

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## **PROJECT:** Marcola Phase III Road Improvement

Name DAVID BOARTFIELD

- |                                                                                                                                                            | 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 Marcola Road Phase III?<br>(Marking "Do Not Support" indicates support for "No-Build" design alternative) | <input type="checkbox"/> | <input type="checkbox"/>                                        | <input checked="" type="checkbox"/>                    |
|                                                                                                                                                            |                          | Option 1<br>Increased Horizontal Curvature<br>Straightening     | Option 2<br>Less Horizontal Curvature<br>Straightening |
| 2. Is there a design alternative that you prefer over the others? If so, which one?                                                                        | <input type="checkbox"/> | <input type="checkbox"/>                                        |                                                        |
| 3. Is there another option you feel we should consider? Please explain below.                                                                              |                          |                                                                 |                                                        |

Comments:

ROAD IS FINE  
WASTING TAXPAYERS MONEY

\* March 14, 11:30pm. met with Kim in the design area  
She is not opposed providing we save the Oak tree  
and avoid taking her property.

**PATTLE Mike A**

**From:** PATTLE Mike A  
**Sent:** Thursday, January 20, 2005 2:33 PM  
**To:** WILSON Robert (OR); ANDERSEN Bill  
**Cc:** SIMAS Frank D; MORGAN Bill F; LANGDON Michelle; WILLER Fred A  
**Subject:** FW: Marcola Phase III Road Improvement Project

**Categories:** NoHTML

Frank, would you have your staff do research on this property so we can see where we stand with the proposed alignment.

Michelle, I am not sure if you spoke with this person last night so would you go through your notes and confir with Bob on the issues of wetlands, rip/rap, flooding etc.

I will record this in the public comments, maybe we can address these concerns early in the process.

Thank You

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

**From:** Kim Craig [mailto:kkcraig@skylondaworks.com]  
**Sent:** Thursday, January 20, 2005 12:20 PM  
**To:** PATTLE Mike A  
**Subject:** Marcola Phase III Road Improvement Project

Marcola Phase III Road Improvement Project:

Jan 2005

Re property 92348 Marcola Rd

A little history of this property: Most of it is farmland with grazing pastures and fencing installed along the road right-of-way to keep stock in. Over the last 80+- years trees have grown up along this fence line. A house was constructed on the west side of a dirt road before 1926. It appears that a portion of the house was constructed on fill dirt. Around 1952 the house was placed on a concrete foundation.

When this house was built the road use was slow moving horse and wagon traffic on a dirt road. However, at that time the building probably had a 25' or more set back. The road has since been raised, widened, and the right-of-way widened too probably when the road was paved. At this period in 2005 the house setback is now about 22' from our property line. Present day building codes require a 20' minimum building structure setback. I worked as a civil engineer in building codes, plans examiner and inspector for years. I know the setback requirements are for both noise control and driving safety in case of an accident. This old structure is legal to our present property line. On this road north of town, this is the only house that sits so close to the road and fast moving traffic. The traffic noise is unbearable at times when big trucks are speeding and then jake braking before entering the community. Your number of 41 vehicle crashes and one car fire indicates that this 20' minimum setback should be maintained for the building's safety. I don't believe the county can take land that makes an existing structure become illegal without making an effort to move the building away from the property line roadway.

Note: I graduated from Ga Tech in 1960 and worked within the construction industry for 40 years doing building design, roadway design, inspection and construction, then worked with building codes as a plans examiner and inspector before retiring. So I do have some knowledge of what my proposal will entail.

Additional flood history: The Marcola Valley has a long history of flooding. Evidently 70+ years ago some rock rip rap was hand placed around the top of the high water riverbank's edge just northeast of the house to keep the bank from further erosion during a flood. Then English Laurel was then planted between the rip rap to get its roots to hold the rocks together when lapping waters are trying to carve out more riverbank. The laurel has grown very well and will work great as designed for erosion control in the next big flood.

Designed Riverbank Protection Removed: The new road construction plans evidently want to remove this now seemingly natural flood protection and expose the old house to the washing away of soil during a flood in a future 100-year storm. Remember this was deliberately placed rock. AND There was an obvious good reason at onetime or maybe several times for the previously owner to work so hard and transport all that rock by hand to that area. Additionally for these residence to also grow plants to deliberately hold the rip rap together indicates that they felt this erosion protection was very necessary.

If the county removed this designed flood protection, I believe they would be taking on the liability of floodwaters undermining the foundations of this old house during a future flood where this structure had previously been provided with said extensive flood protection.

Additional Information: There is a wetland just north and south of the house with lots of frogs and other small creatures. Along the fence lines there have grown 2 old valley oak, 2 old apple trees and numerous other trees that will be removed by this project. Although the oak trees will remain, the roadway edge ditching may cut their root system. A lot of existing stock fencing will have to be replaced.

**Suggestion #1:**

If the road's centerline was moved slightly to the east (the width of the proposed widening) at the point where the house sits, the road construction will not be as devastating to our livability with additional road noise as well as the worry of safety of the building should a vehicular accident occur. Across the road on the east side all the houses have a set back at least 80' or 100' or more. Thus this slight eastward shift would not harm them. They do not have to be as concerned about their building's safety, or extra noise as we do. No trees will be removed to the south of the house. No wetland habitat will be affected south of the house either. Then you could take more of our land to the north of the house as the road's centerline curves back to the existing centerline. Wetland habitat north of the house will be affected by either proposal.

**Suggestion #2:**

Tear down the old garage and move existing house structure back on the property behind the barn and away from the roadway. Build your highway as wide as you wish. Open up the existing wetlands north and south of the house to be continuous as they were naturally in the 1920's. If one walks the property it is real obvious, to me at least as a civil engineer, where the old high water riverbank once flowed. That would be a very expensive option but would give you more wetland area.

Kim Craig-Keaten



"AVG  
certification"

apple and cherry trees. It also contains Oregon grape and various ferns. This road-widening project will remove this much-needed windrow planting. We are in the process of applying for a government EQUIP program or a Landowners incentive program with the USDA for providing windbreaks and wild life habitat. Your removal will greatly affect our obtaining this grant. We have worked so hard to provide these habitat advantages and protect this land. It is rather discouraging that you plan to come in and remove one entire windrow. During windstorms these windrows provide protection for both wildlife and our stock as well as helping slow down the winds on the road.

c) Privacy hedge of laurel removal

We have an existing 15' high laurel privacy hedge with at least 12 different bushes that you will be removing. This hedge took years to grow and will need to be replaced. There are also a couple of flowering quince trees and a lilac bush in that area. In talking with other landowners around the county and state about removal of hedges as well as windrow trees, the state law requires that you either pay us the retail value of these hedges or replace them with similar size plants. This hedge consists of at least 12 separate laurel bushes, maybe more. I would have to dive in the bush to count.

An earlier correspondence with your office pointed out that we requested you to swing this roadbed slightly to the east so our house would be a minimum of 20' from the property line as required by state building codes law. We will appreciate your reconsideration again in light of the additional costs to the county of tree replacement, privacy hedge replacement as well as fencing costs to the county.

Sincerely,

Kim Craig-Keaten  
92348 Marcola Road  
Marcola OR 97454

--  
No virus found in this outgoing message.  
Checked by AVG Anti-Virus.  
Version: 7.0.300 / Virus Database: 266.6.2 - Release Date: 3/4/2005

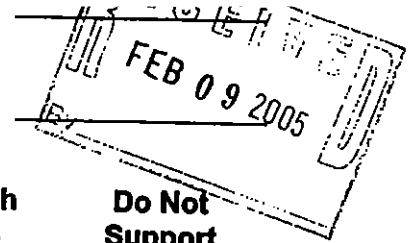
**COMMENT SHEET**

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**PROJECT:** Marcola Phase III Road Improvement

Name Thomas Citti



**Support**

**Support with conditions**  
(Please explain in Comments section)

**Do Not Support**  
(Please explain in Comments section)

1. In general, do you support the improvement of Marcola Road Phase III?

☐
☒
☐

(Marking "Do Not Support" indicates support for "No-Build" design alternative)

**Option 1**  
(Widen/Overlay)  
Alignment -  
Horizontal Curvature

**Option 2**  
(Widen/Overlay)  
Alignment -  
Horizontal Curvature

2. Is there a design alternative that you prefer over the others? If so, which one?

☐
☒

3. Is there another option you feel we should consider? Please explain below.

Comments:

SEE ATTACHED PAGE

30

February 6, 2005

I support design Option Two for the following reasons:

1. It supports the information that I have been told by the Lane County Public Works, and the Lane County Board of Commissioners since 1992 to 2002, that basically Phase III would stay within the existing roadway. We have had many meetings agreeing that Option Two would fulfill the County's requirements mandated by State agencies and yet stay within a reasonable roadway area.
2. Option Two will retain the Upper Mohawk Valley's rural roadway, while making the roadway safer.
3. Option Two will preserve timber and wet lands along Cash Creek, as opposed to the other options.
4. Option Two will preserve the existing railroad bed, which acts as a road noise buffer.

In closing, I wish to state that the Lane County Public Works Department has been very reasonable. They have listened to and evaluated the affected landowners requests regarding completing the road improvements along Marcola Road.

A handwritten signature in black ink, appearing to read 'Tom Citti', with a long horizontal line extending from the end of the signature.

Tom Citti

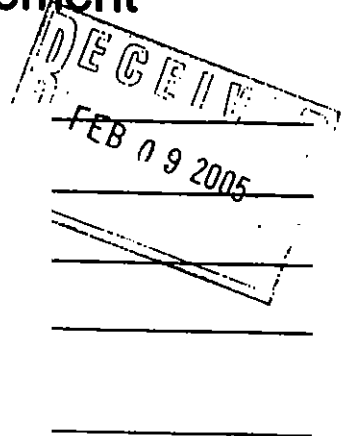
## COMMENT SHEET

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 Monday March 21, 2005 to Mike Pattie, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy, Eugene, OR 97408-1896. For more information, call (541) 682-8949.



**PROJECT:** Marcola Phase III Road Improvement

Name Diane Citti



- |                                                                                                                                                                           | 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 Marcola Road Phase III?<br><small>(Marking "Do Not Support" indicates support for "No-Build" design alternative)</small> | <input type="checkbox"/> | <input checked="" type="checkbox"/>                                | <input type="checkbox"/>                                           |
|                                                                                                                                                                           |                          | Option 1<br>(Widen/Overlay)<br>Alignment -<br>Horizontal Curvature | Option 2<br>(Widen/Overlay)<br>Alignment -<br>Horizontal Curvature |
| 2. Is there a design alternative that you prefer over the others? If so, which one?                                                                                       | <input type="checkbox"/> | <input checked="" type="checkbox"/>                                |                                                                    |
| 3. Is there another option you feel we should consider? Please explain below.                                                                                             |                          |                                                                    |                                                                    |

Comments: See Attached



Diane Citti

February 6, 2005

I am writing in support of Option Two. It will provide a safer roadway as was developed in Phase One, without severely affecting the country road atmosphere which the Upper Mohawk Valley residents have enjoyed for so many years.

Option One, also, produces a longer straight away which will allow trucks to reach high speeds and local teens to have a race way.

Many pets and wildlife are killed every year due to high speeds on existing straight aways.

Human nature being what it is, people will drive too fast when presented with a straight away, leading to potential accidents, which ironically prompted this project.

Hopefully, plans include making driveways and right- aways safe for entry and exit. Trees will be replaced to maintain privacy and reduce road noise.

For these reasons, I support Option Two.

A handwritten signature in black ink, reading "Diane Citti". The signature is written in a cursive style with a large, stylized "D" and a long horizontal stroke extending from the end of the name.

# COMMENT SHEET

## Instructions:

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**PROJECT:** Marcola Phase III Road Improvement

Name JAMES RAYBOULD

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1. In general, do you support the improvement of Marcola Road Phase III?

(Marking "Do Not Support" indicates support for "No-Build" design alternative)

Support

☐

Support with conditions  
(Please explain in Comments section)

☒

Do Not Support  
(Please explain in Comments section)

☐

2. Is there a design alternative that you prefer over the others? If so, which one?

Option 1  
Increased Horizontal Curvature  
Straightening

☐

Option 2  
Less Horizontal Curvature  
Straightening

☐

3. Is there another option you feel we should consider? Please explain below.

Comments:

I WOULD LIKE TO RETAIN THE TREES  
GROWING PARALLEL TO THE ROAD AS THEY  
PROVIDE A VISUAL AND SOUND REDUCTION.

# 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 Monday March 21, 2005 to Mike Pattie, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.

**PROJECT:** Marcola Phase III Road Improvement

Name Todd Schwartz

- |                                                                                                                                                                           | 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 Marcola Road Phase III?<br><small>(Marking "Do Not Support" indicates support for "No-Build" design alternative)</small> | <input type="checkbox"/> | <input checked="" type="checkbox"/>                             | <input type="checkbox"/>                               |

- |                                                                                     | Option 1<br>Increased Horizontal Curvature<br>Straightening | Option 2<br>Less Horizontal Curvature<br>Straightening |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------------|
| 2. Is there a design alternative that you prefer over the others? If so, which one? | <input checked="" type="checkbox"/>                         | <input type="checkbox"/>                               |

3. Is there another option you feel we should consider? Please explain below.

Comments:

yes continue straightaway through  
phase I

Support option 1 but  
would like to see more  
straightening - especially at shotgun  
shotgun creek and through  
mable

Would like to see bridge  
replaced. to protect current  
abutments possible erosion in  
future

Flatten curve to southeast  
in Mable from bridge north  
you will take out several  
trees and impact several  
homes with proposed  
right of way

# 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 Monday March 21, 2005 to Mike Pattle, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.

**PROJECT:** Marcola Phase III Road Improvement

Name Claudine Lundgren

- |                                                                                                                                                                           | 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 Marcola Road Phase III?<br><small>(Marking "Do Not Support" indicates support for "No-Build" design alternative)</small> | <input type="checkbox"/> | <input checked="" type="checkbox"/><br>please save the BIG TREES | <input type="checkbox"/>                               |
| 2. Is there a design alternative that you prefer over the others? If so, which one?                                                                                       | <input type="checkbox"/> | Option 1<br>Increased Horizontal Curvature<br>Straightening      | Option 2<br>Less Horizontal Curvature<br>Straightening |
| 3. Is there another option you feel we should consider? Please explain below.                                                                                             |                          |                                                                  |                                                        |

Comments:

please keep the COUNTRY IN  
the COUNTRY Road.  
That's why we don't live in the city.  
Thankx for asking!!!

## **PATTLE Mike A**

---

**From:** tim zerr [tzerremtp@hotmail.com]  
**Sent:** Tuesday, March 22, 2005 12:22 PM  
**To:** PATTLE Mike A  
**Subject:** Marcola road construction project

Dear Mike Pattle,

I would like to comment on behalf of myself and my family concerning the Marcola Road project proposal. We have lived at our current residence for about 4 years. We have seen some road improvements made to different sections of Marcola Road and how they have affected the residences within the project boundaries. Not only have the previous phase constructions created great delays for the majority of Mohawk Valley residents, but it has greatly inconvenienced and affected individual property owners land. During the open house at Mohawk High School, I asked what the justification was for the current proposal. Here is what was explained to me. First, the road is not built to current standards. The current road width does not accommodate bicycle traffic or farm equipment adequately, nor does the current road width give much room for vehicles who become disabled. The representative from Lane County explained that the current road width is not adequate for those drivers who may slightly leave the roadway, leaving them little room for corrective actions. He then proceeded to show the trees in front of my property as listed on the project diagram, explaining that these are solid objects that a driver would be sure to hit if he left the roadway.

These trees are large diameter trees that protect my children who play in the yard within 15 feet of the roadway. If a driver doesn't hit the tree, they are sure enter well into my yard, possibly striking family members or my home which is very close to the roadway. As for the bicycle and farm equipment that pass past my property, there is VERY little. I asked to see the study done to evaluate the bicycle and farm equipment traffic for this section of roadway. The gentleman was not aware of such a study done. In my opinion, the road condition currently is not in need of repairs. The studies done on recent vehicle accidents do not list a cause. Were these accidents caused by DUII, excessive speed, or animals entering the roadway? All of which may not be effected by the road width. The County's justification for the road widening in front of my property appears invalid with little data to back it up. To decrease my property value by removing trees, minimizing the lot size, and putting my family at risk is not worth the county's time or money.

For the reasons listed above, we cannot support the project as it has been presented to us. We hope you take our concerns seriously and we look forward to being at the hearing on the March 30th.

Sincerely,  
Timothy Zerr

**EXHIBIT D - Written Responses to 30-Day  
Public Review of RAC Recommended Design  
Concept and Findings as of January 3, 2006**

## **PATTLE Mike A**

---

**From:** ANDERSEN Bill  
**Sent:** Wednesday, January 04, 2006 11:18 AM  
**To:** PATTLE Mike A; WILLER Fred A  
**Cc:** MORGAN Bill F  
**Subject:** RE: Marcola Road Construction Project

Mike:

Fred W. and I took a look at this particular property and recommend leaving the alignment in its current configuration, with the removal the hedge.

The hedge is inside the existing right of way and the back slope of the new catch line removes the existing hedge.

The R/W drawing shows ownership to be Richard F. Kintzley as the tax payer with co-ownership Kathie K. Hardy and Dallas D. Porter.

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

**From:** PATTLE Mike A  
**Sent:** Wednesday, January 04, 2006 10:27 AM  
**To:** WILLER Fred A  
**Cc:** ANDERSEN Bill; MORGAN Bill F  
**Subject:** FW: Marcola Road Construction Project

Bill or Fred, would you look to see if the hedge can be saved? Either way I will get back to Mr. Kintzley and explain. This e-mail is now part of the public record.

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

**From:** Kathie Hardy [mailto:theskymeadow@clearwire.net]  
**Sent:** Tuesday, January 03, 2006 6:49 PM  
**To:** PATTLE Mike A  
**Cc:** STEWART Faye H  
**Subject:** Marcola Road Construction Project

Date: January 3, 2006

To: Mike Pattle, Capital Improvement Coordinator

From: Richard F. Kintzley

Re: Marcola Road Construction Project

I'd like to comment regarding the Marcola Road Construction Project.

My wife and I have lived in this area for more than 60 years. We purchased our current property in 1972 and had our home built on this site. We love our home and do not want the appearance of it changed. We planted a Red Cedar hedge in the 1970's. The trees run parallel to Marcola Road and the hedge is approximately 200 feet long and 14 feet high. This hedge breaks the noise and dust from the road to our home.

We live on the straight section of the road beginning at the 12-mile post (92465 Marcola Road). On the northwest side of this straight stretch are open fields and range land for over three quarters of a mile - with no homes alongside. If you must take property, take it on the field side and do not destroy our hedge because it's a sound control we cannot replace in our lifetime. This hedge enhances our property. Taking it down would greatly affect our property value.

Another point is the 8-foot 1x4 slope for the proposed ditches - this is totally absurd for a country road. Take a long look at the numerous driving dangerous issues on the Jasper-Fall Creek Road. That's where you should be spending the taxpayer's money, not on Marcola Road. In your booklet



on this road project, you state that no one gave you an example of another road that needs such attention. I was born on the headwaters of Fall Creek - and that road is the one I drove growing up. Many people have died on that piece of highway. Would you please look at the By-Laws of the County road expenditures and see if you can find anything about expenditures for paving roads just for bicycles? In your proposal you state that there is "frequent bicycle use." In my 60+ years living in the Mohawk Valley, I can tell you I've seen more full moons than people on bicycles. As far as where our home is located, I would challenge any of you to drive up here and see someone riding a bicycle.

I was the man who fought for (no new road) with a petition in the 1980's and developed an agreement with the County for a 60-foot right-of-way for the entire roadway - with the exception of danger areas and bad curves. Somewhere along the line we seem to have lost the points that were agreed upon by all four County Commissioners and Public Works. If you could contact former Commissioners Cornacchia and Rust, they could fill you in. It would be a help to you to understand where I'm coming from.

And if you just think with common sense about the two proposed expansions of 8-foot pieces of black top on each side of the current road - that would actually make a third lane all the way to Hayden Bridge!

To be honest, I cannot sign any of your proposed options. Look at your road map (your vicinity map - page 3); the red line should at least start out at the point you proposed. And move the red line over to the northwest 8 or 10 feet up to Paschelke Road. This way you do not have to go so closely to the homes at all. The trees and yards and fences could be left alone. I recommend you go up the field side past all the homes.

I won't be able to stand aside and watch a 20-ton backhoe scrape away my life's work and de-value my home.

Respectfully yours,

Richard F. Kintzley

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Outgoing mail is certified Virus Free.  
Checked by AVG anti-virus system (<http://www.grisoft.com>).  
Version: 6.0.783 / Virus Database: 529 - Release Date: 10/25/2004

## **PATTLE Mike A**

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**From:** PATTLE Mike A  
**Sent:** Monday, December 19, 2005 11:17 AM  
**To:** SIMAS Frank D  
**Cc:** LYON Jeanne G; FREEMAN Doug K; WILLER Fred A; ANDERSEN Bill  
**Subject:** FW: Cash Creek Bridge

For Your Information

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

**From:** PATTLE Mike A  
**Sent:** Monday, December 19, 2005 11:15 AM  
**To:** 'Steve'  
**Subject:** RE: Cash Creek Bridge

Thank you for your response, I will place this e-mail in the file for public record. At this point I am not sure how the realignment will affect the utility poles, more often than not the utility will relocate to the new right of way for greater access to their facilities. You as the adjacent property owner, (in the near future) will be contacted by a Lane County Property Agent who will be able to answer property related questions. If all goes right Lane County Public Works should have Board approval in January 2006 and Lane County staff will be given authority to work toward construction in 2007. If you have further questions or suggestions please contact me.

Thanks for your interest

Sincerely

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

**From:** Steve [mailto:steveposavatz@gmail.com]  
**Sent:** Monday, December 19, 2005 8:13 AM  
**To:** PATTLE Mike A  
**Subject:** Cash Creek Bridge

Dear Mike:

I am the owner of the 8 acres between cash creek bridge and the river. With the exception of Weyerhaeuser I am probably one of the most adjacent property owners to the the realignment. I am Peg Luke's exhusband and the on who contacted you after the 96 flood about cash creek jumping its banks and traveling down Marcola Road. While I have been quiet until now I would like to be supportive of option 3. Given the lay of the land, the preexisting railroad bed and the flow of loaded log trucks, I feel option 3 is logical and addresses the greater good. Saying this I must admit that shifting the road several hundred feet farther from my property is in my best interest. I was wondering if there is a plan to move the utility poles?

Sincerely,

Steve Posavatz

Tom Citti

November 27, 2005

Mr. Mike Pattle  
Capital Improvements Project Coordinator  
Lane County Department of Public Works  
3040 North Delta Highway  
Eugene, Oregon 97408-1696

Re: Marcola Road Project # 1900-1

Subject: Easement to 93398 Marcola Road from Marcola Road

Dear Mr. Pattle,

As per our telephone conversation on Tuesday, November 22, 2005, we have agreed to the following conditions concerning the improvements and upgrades to Marcola Road along the affected area of my property located at 93398 Marcola Road, Marcola, OR.

1. Any and all current required right of ways for the road improvements shall not encroach upon, and/ or require any "taking " of land along the existing abandoned railroad right of way. Therefore, the existing berm shape and slope shall remain undisturbed for any and all road improvements related to Lane County's scope of work.
2. The existing abandoned railroad bridge over Cash Creek shall remain undisturbed within Lane County's scope of work.
3. Any and all brush, grass, trees, and forest floor within the existing abandoned railroad right of way shall remain undisturbed during Lane County's scope of work.

As you and the staff at the Public Works Department of Lane County know, I have been working with Rosboro Lumber Company since our site meeting of May 5, 2005. We are discussing the feasibility of realigning and/or adjusting my easement, and the possibility of purchasing the new easement. Therefore, that is why the above three conditions are of the utmost importance.

Since the inception of this project some ten or so years ago, I have been concerned over the potential hazards this project will create in relation to the egress/ ingress to my property. Over the years, I have consulted with various traffic engineers on how to deal with these potential hazards.

With this in mind, it is of the utmost importance that we follow through with our agreement of May 5, 2005.

It is my understanding that the above project is going before the Roads Advisory Committee on November 20, 2005, to be recommended to the Board of County Commissioners for approval.

If you have any changes, additions, questions and/or comments do contact me, as soon as possible.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Citti", with a long horizontal flourish extending to the right.

Tom Citti

cc: Diment & Walker

cc: Rosboro



# LANE COUNTY

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

---

November 30, 2005

Tom Citti

RE: Marcola Road, Phase 3, Option 3

Dear Mr. Citti,

Thank you for the letter I received on November 28, 2005. Our conversation on November 22, 2005, focused on Design Option 3, which is a modified version of Option 1. Staff provided you with a preliminary drawing of Option 3 showing the modified alignment from Option 1. Option 3 is the third option being considered based on public input and from the on site meeting held on May 5<sup>th</sup>, 2005. At the on site meeting, you and Public Works staff shared ideas about the possibility of shifting the Option 1 alignment slightly east to avoid removing the railroad bed. We agreed to consider your request to see if Option 1 might be modified. This was done and it was designated "Option 3". Option 3 takes into account all of your requests and continues to provide an excellent solution for straightening the curve at Mile Post 14.

In your letter you declared three conditions yet to be agreed to. Lane County cannot agree to any conditions at this time simply because we do not have Board approval necessary to complete the Design and because the legal property owner is Rosboro. The Staff recommended action (Option 3) goes before the Roads Advisory Committee (RAC) on March 30, 2005. If the RAC approves the Option 3 concept they will also recommend that the project move forward. After RAC approval, the Design Concept will be mailed to all those on the Marcola Phase 3 mailing lists. There is a 30-day comment period wherein the public will have an opportunity to comment on the proposed Design Concept. If over 50% of the adjacent property owners oppose the project, that would trigger another opportunity for the public to request a Public Hearing before the Board of Commissioners, otherwise the project would move forward as an agenda item for consideration.

Until the design is completed it is not known what exact areas may be required for the "catch" of cuts and fills or what areas may be needed for drainage facilities, and Utility relocations. Any agreements in this regard will be formalized as part of the right of way acquisition process and will be between the County and the legal owner of the land needed by the County. We recognize that you have an easement for access and we will provide for the continuation of that access as part of our Project Design. You mentioned that you would be pursuing the idea of a shared access with your neighbor just to the south of you. If you and your neighbor agree to this I think a shared approach would be in the best interest of the County.

I will include your letter as part of the Public Comment for this project. If you have more questions, please call me at (541) 682-6949, and thank you for your continued interest in the Marcola Project.

Sincerely,

A handwritten signature in black ink that reads "Mike Patten".

Mike Patten

Capital Improvement Coordinator

CC County Engineer – Sonny Chickering  
Right of Way Manager – Frank Simas  
Design Engineer Manager – Fred Willer  
Transportation Planning Manager – Tom Stinchfield  
Rosboro Lumber Co. – Rich Reeves

## ROADS ADVISORY COMMITTEE

November 30, 2005  
Training Room 3  
5:45 p.m.

MEMBERS PRESENT: Pete Maury, Don McClure, Jody Ogle, Tom Poage, Jack Radabaugh, Rex Redmon, Leo Stapleton

B/CC PRESENT: Anna Morrison, Bobby Green

STAFF PRESENT: Ollie Snowden, Sonny Chickering, Tom Stinchfield, Bill Morgan, Mike Russell, Mike Pattle, Vonnie Rainwater

Stapleton called the meeting to order at 5:45 p.m.

### I. PUBLIC COMMENT

Paul Alliguie reported on the 2.2 mile unpaved section of Deerhorn Road and requested that this section be paved. He stated it's unsafe due to Weyerhaeuser hauling 150-400 log trucks per month on the road. The homeowners are upset due to the lack of maintenance, concerned about safety for kids, new drivers using the road, and the dust in the summer is bad causing visibility problems. The road hasn't been bladed and there are potholes in the road. He stated that about 11 years ago residents came to this committee and were told that the road would be paved. He submitted a petition and letters from residents. He indicated that about 60 vehicles use the road and expressed concern about the liability. He would like to see the road get on the list so they know it will be funded.

Snowden stated that staff needs to do some research on the status of the road. The County's Road Maintenance Book indicates that this section of Deerhorn is a local access road, but the book may not be correct.

Mr. Alliguie stated that if there were any questions, staff could contact him or Steve Weber.

### II. APPROVAL OF MINUTES

Motion: Maury moved to approve the minutes of September 28, 2005, as written. Radabaugh seconded. All present voted in favor and motion carried.

### III. MARCOLA ROAD, PHASE 3, OPTION 3 DESIGN CONCEPT

Pattle reviewed the latest Marcola Road, Option 3 design concept developed after the March public meeting. Design is for 22-foot travel surface with 6-foot paved shoulders from Wendling to Johnson Road. This project is programmed for FY 06/07. Staff held an on-site meeting on May 5, 2005, to discuss concerns raised at the March public hearing. Shotgun Creek Bridge has been truncated from the project due to the bridge rating and improvement cost. The bridge railing doesn't meet NBIS minimum standards. The

estimated cost to replace Shotgun Creek Bridge is \$800,000; estimated \$200,00 to widen the bridge. Staff is recommending that the bridge remain in place. In March 2005, Option 1 was the preferred option. Currently, staff is recommending Option 3 based on design and cost. In general, residents support the project but there are still some tree concerns.

Motion: Radabaugh moved to recommend Option 3 for the Marcola Road, Phase 3 design concept. Ogle seconded. All present voted in favor and motion carried.

#### IV. RECOMMENDATION ON FY 2008-11 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PRIORITIES

Stinchfield reported on the Board public hearing September 21 on the ODOT large project list; projects larger than \$15 million if funding becomes available. ODOT is getting ready for the STIP update and is asking for input on what projects should be funding in 2008-2011. The OTC has targeted \$51 million in 2010 and 2011 for modernization projects. The County may compete for 10%. The County is looking at projects that are funded or partially funded that are ready to go, i.e WEP and I-5/Coburg Interchange. Staff is requesting that the Committee make a recommendation to the Board for the public hearing on December 14.

The Beltline/Coburg project is funded at \$4.1 million, but that may not be enough and may need an additional \$2 million. Lane County recommended the Hwy. 126, Poterf Creek-Noti, project be recommended as a non-Metro project. There is another Hwy. 126, Greenhill-Veneta, non-Metro project that has been requested, but is not recommended by the County to be on the list. The Citizens Advisory Committee will be making a recommendation to MPC next week. Discussed the status of the WEP and the role of MPC.

The recommendation from the Board will be send to ODOT Region 2. Region 2 will compile all the recommendations and send them out to the counties for further comments. Then an Area Meeting will be scheduled in June.

Ogle asked what the City of Eugene argument is against the WEP. Stinchfield stated that Mayor Piercy feels the wetland impacts are too great and too divisive. Redmon added that costs were also a factor. Stinchfield stated that another problem is that it's taking so long to complete the EIS.

Motion: Ogle moved to recommend to the Board of Commissioners the five Metro Area projects and one Non-Metro project as recommended by staff for the 2008-2011 STIP. Maury seconded. VOTE: 5-2, Redmon and Radabaugh dissenting.

Radabaugh stated that he was opposed to the WEP.

#### V. REPORT ON ODOT REGION 2 LARGE PROJECT LIST

Stinchfield reviewed priority list of large projects, discussed letter from Jeff Scheick, and discussed the large project strategy for Region 2. He indicated that ODO didn't put the Hwy. 126, Poterf Creek-Noti, project on the list and the County may want to request that the project be added. The County may want to comment on the scale of the Jefferson/I-5 project.

Motion: Ogle moved to recommend that the Hwy. 126, Poterf Creek-Noti, project be added to the Large Project Priority List. Poage seconded. All present voted in favor and motion carried.

VI. METRO PLANNING ORGANIZATION CITIZEN ADVISORY COMMITTEE (CAC) REPORT

Redmon indicated that the group is trying to figure out the charge for the committee. The CAC may change their meeting day. The focus is on public input process to the public and the process to public and federal agencies.

VII. NEXT MEETING

Next meeting will be January 25, 2006.

Meeting adjourned at 7:00 pm.

---

Vonnie Rainwater  
Recording Secretary