

W. 12.b.

Memorandum Date: July 27, 2009
Meeting Date: August 5, 2009

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Celia Barry, Transportation Planning

AGENDA ITEM TITLE: PUBLIC HEARING AND ORDER/IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR PEARL STREET AND COBURG INDUSTRIAL WAY AS PART OF AN OREGON DEPARTMENT OF TRANSPORTATION PLANNED COBURG INTERSTATE-5 INTERCHANGE AREA IMPROVEMENT PROJECT

I. MOTION
Move approval of the Order.

II. AGENDA ITEM SUMMARY
This item is a public hearing for the recommended Design Concept for Pearl Street and Coburg Industrial Way.

This action will approve a Phase 1 Design Concept for the Oregon Department of Transportation (ODOT) planned roadway improvements involving three county roads in the project area. This item is related to a preceding agenda item regarding adoption of the Coburg / Interstate-5 Interchange Area Management Plan (IAMP). Adoption of this Design Concept can occur only after adoption of the IAMP.

ODOT staff are anticipated to be available at the public hearing to answer questions.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

Pearl Street and Coburg Industrial Road, two county roads, are an integral part of the ODOT operated interchange system located on Interstate-5 (I-5) at milepost 199.15 in Coburg. ODOT has identified this interchange area for modification to address congestion, safety, and operational improvements of the interchange. The agency also desires to protect the function of the interchange from future development around the interchange. ODOT is in the process of adopting an Interchange Management Plan for the area, known as Coburg / Interstate-5 Interchange Area Management Plan (IAMP). Under the plan, ODOT will seek authorization to control access on the county roads, including closing the existing Roberts Road (city road) approach onto Pearl Street. Users of Roberts Road will be provided with alternative access through a new proposed road constructed as a fourth leg of the existing Pearl Street / Coburg Industrial Way intersection. The new road approach will be dedicated to the City of Coburg and is referenced in the Design Concept as Coburg Industrial Way South.

This item is before you now because two county roads, Pearl Street and Coburg Industrial Way, are proposed for improvement by ODOT as part of Phase 1 implementation of the IAMP. The \$15.4 million improvement project is scheduled to start in 2011. Since the interchange area improvement project consists of alterations to county roadways, including configuration changes for the existing intersection of Pearl Street and Coburg Industrial Way, the agency is seeking approval of a Design Concept from the County. Lane Manual 15.580 requires the Design Concept of any capital improvements on county roads, with the exception of overlay and bridge construction, to be approved by the Board. The Design Concept will be the guiding document for designing roadway improvements for the county roads during the implementation phase.

In addition to the road improvements, ODOT anticipates moving forward with access right purchases on the west side of the interchange, during Phase 1. Access purchases during this phase involve Pearl Street and Coburg Industrial Way. Order Exhibit 'B' includes a map showing access right purchase limits and the design concept for Pearl Street and Coburg Industrial Way.

Related to this item is a preceding Board agenda item, a public hearing on the Coburg IAMP (on August 5, 2009), the first reading of which occurred July 22, 2009. Detailed background about the IAMP is covered under that agenda item.

Roads Advisory Committee (RAC)

On June 24, 2009, the RAC reviewed and adopted findings in support of the proposed Design Concept prepared by ODOT. The Committee moved its recommendation for adoption of the Design Concept by a vote of 6-0. Chair Anderson did not participate in the deliberation and vote owing to a potential conflict of interest regarding the IAMP. The findings and recommendation are presented in Exhibit 'A' to the proposed Order. Draft minutes of the RAC meeting are in Attachment (ii).

Adjacent property owners were notified of the adopted findings and recommendation soon after the RAC adoption, pursuant to Lane Manual 15.580. No public hearing with the RAC was scheduled. However, properties fronting Pearl Street and Coburg Industrial Way were notified of the impending RAC action prior to the June 24, 2009 meeting. No property owners provided public comment at the RAC meeting. Lane Manual provides that a hearing before the RAC must occur if at least one-third of the adjacent property owners petition for it within 30 days from when the RAC decision notice was mailed. The RAC decision notice was mailed on June 25, 2009, and property owners did not submit a petition for a hearing.

Coburg / I-5 Interchange Project Adoption

The Lane County Capital Improvement Program (CIP) adopted the Coburg / I-5 Interchange project and has been allocating funds towards local match monies under the "Payments and Matches to Other Agencies" category. The program identifies this project as a high priority, committed project. The CIP 2005-2009 allocated \$2.5 million in a local match for federal funds. The subsequent CIP updates continued to allocate this level of funds until the CIP 2008-2012 cycle when the amount was reduced to the minimum amount required to match a \$9.0 million federal earmark. The recently approved CIP 2010-2014 continues to allocate the minimum \$1.03 million local match monies as a Fiscal Year 2010 expense.

B. Policy Issues

This ODOT planned improvement project intends to meet the Lane County policy framework.

In this regard, Lane County Transportation System Plan 2004 (TSP) goals and policies are relevant to the matter.

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.

Goal 2: Promote a safe and efficient state highway system through the State Transportation Improvement Program and support of ODOT capital improvement project.

Policy 2-a: Safe movement of vehicles on the state system and, where allowed, bicyclist and pedestrian shall be a priority. Lane County supports development and implementation of ODOT project that improve safety, operation, and structural characteristics of the state highway and bridge system, provided they are consistent with the TSP and applicable federal, state, and local regulations.

Policy 2-b: The County shall coordinate, as appropriate, with ODOT in: (i) plan development; (ii) managing the existing state system; and (iii) designing and developing facility improvements on the state system in Lane County.

Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel throughout Lane County.

Goal 25: Maintain effective partnering relationships with cities and the Oregon Department of Transportation.

C. Board Goals

Lane County Strategic Plan, under Goals on page 13 states: *Lane County Government exists to ensure the safety and well being of the people who live, work and visit our communities. That includes personal safety, security of property, preservation of infrastructure, health safety, and assisting in providing for our citizens' basic needs.*

Also stated on page 13: *Provide opportunities for citizen participation in decision-making, voting, volunteerism and civic and community involvement.*

D. Financial and/or Resource Considerations

This project is included in the recently adopted CIP 2010-2014 by Board Order 09-5-6-7 as a local match expense under the "Payments and Matches to Other Agencies" project category. The \$1.03 million contribution fulfills the County commitment for local match to federal funds (\$9.0 million) of the \$15.4 million project in Phase 1. This being an ODOT managed project, it is anticipated that there will be minimal county staff resources involved in construction implementation. There has been and continues to be a high level of county staff involvement in developing the Design Concept, including resolving associated access issues and developing intergovernmental agreements.

E. Analysis

Lane County roads, including Pearl Street and Coburg Industrial Way, are integral parts of the Coburg Interstate-5 Interchange area. An ODOT initiated traffic study done as part of the IAMP

process and a subsequent traffic study forecasted severe congestion on Pearl Street by 2031. Traffic analysis in the IAMP is based upon fully operating industries on Coburg Industrial Way and heavy truck movements destined for a truck stop near the interchange. Along with congestion, there are safety concerns, geometric deficiencies of the roadways, and the bridge is substandard in height.

The IAMP recommended restricting access onto Pearl Street (during Phase I) and Van Duyn Road (in a subsequent phase) to address congestion issues, to protect the interchange function, and to provide for future grade changes when the bridge is replaced. Accordingly, Roberts Road, a city road approach onto Pearl Street located close to the southbound I-5 ramp, is proposed for closing. Phase I would provide an alternative connection to Roberts Road, requiring major improvements on Pearl Street and its intersection with Coburg Industrial Way.

The ODOT proposed Design Concept for the county facilities follows the recommendation in the CH2MHill/Angelo Eaton/ODOT-prepared traffic studies, including roadway elements such as lane additions, widening, sidewalks, and bio-swales. The proposed typical cross sections are included in Board Order Exhibit 'B'. The proposed Design Concept meets the County's minimum roadway design standards with the exception of the use of bioswales and sidewalk requirements for Coburg Industrial Way. The RAC addressed these exceptions under findings in Board Order Exhibit 'A'.

The concept of bioswales is new to county road maintenance staff; and at this time, they are reluctant to accept bioswales due to labor-intensive maintenance. This Design Concept introduced bioswales in compliance with new Clean Water Act requirements. The RAC discussed the maintenance issues associated with bioswales and consequences of adopting the design. ODOT anticipates the County and the City of Coburg will maintain the bioswales because they are county and city facilities. An intergovernmental agreement between ODOT, the City, and the County is being developed, and county staff have indicated the County will not agree to bioswale maintenance responsibilities at this time.

The proposed improvements will have an impact on right-of-way and access to adjacent properties on Pearl Street and Coburg Industrial Way. ODOT has conducted several public meetings regarding this project. Staff is unaware of any major, outstanding property owner concerns on the west side of I-5 but there are outstanding concerns, primarily about access, on the east side. Phase I includes access management actions on the west side only. Staff anticipates property owner concerns and issues about either side of the I-5 interchange will be discussed as part of policy review during the Coburg IAMP agenda item that precedes this item.

IV. ALTERNATIVES/OPTIONS

- Option 1. Approve Design Concept as presented in the Order Exhibits 'A' and 'B'
- Option 2. Request additional Design Concept alternatives
- Option 3. Do not approve the Design Concept

V. TIMING/IMPLEMENTATION

This Design Concept can be adopted only after adoption of the IAMP. If you approve the IAMP on August 5, 2009, staff will ask you to approve this Design Concept on the same day after the Design Concept public hearing. The approved Design Concept will be implemented when the Coburg I-5 Interchange Area Improvement Project Phase 1 is designed and constructed in 2011.

VI. RECOMMENDATION

Option 1. Changes to the Concept, depending on their nature, would possibly result in the need to revisit the City IAMP adoption process.

VII. FOLLOW-UP

Follow-up is not anticipated at this time.

VIII. ATTACHMENTS

(i) Board Order and Exhibits

Exhibit 'A': Pearl Street/ Coburg Industrial Way Design Concept and Attachments

1. ODOT Briefing
2. Design Concept
 - (a) Pearl Street
 - (b) Coburg Industrial Way
 - (c) Bio-swale
 - (d) Site Plan

3. ODOT Interoffice memo, May 6, 2009

4. I-5 Coburg Interchange Key 14649 Communications Report

Exhibit 'B': Design Concept Project Limit and Typical Sections

(ii) Draft Minutes of June 24, 2009 RAC meeting

BEFORE THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) PUBLIC HEARING AND ORDER / IN THE MATTER
) OF APPROVING A PROJECT DESIGN CONCEPT FOR PEARL STREET
) AND COBURG INDUSTRIAL WAY AS PART OF AN
) OREGON DEPARTMENT OF TRANSPORTATION PLANNED COBURG
) INTERSTATE-5 INTERCHANGE AREA IMPROVEMENT PROJECT

WHEREAS, Pearl Street and Coburg Industrial Way are proposed for improvement in the Oregon Department of Transportation (ODOT) planned Coburg / Interstate-5 (I-5) Interchange Area Improvement Project; and

WHEREAS, the Board adopted the Coburg / I-5 Interchange Project as part of the Lane County Capital Improvement Program (CIP), and allocated local match funds for the project in the CIP; and

WHEREAS, ODOT developed a Design Concept, including access management provisions for Pearl Street, Van Duyn Road, and Coburg Industrial Way roadway improvements as part of the ODOT planned Coburg Interstate-5 Area Improvement project; and

WHEREAS, staff reviewed and developed findings in support of the proposed Design Concept where Pearl Street is planned for lane additions, travel lane widening, sidewalks, future bike lanes, and bioswales; and

WHEREAS, Coburg Industrial Way is proposed for improvement up to a distance of 700 feet from its intersection with Pearl Street providing for dual left turn lanes, bike lane connections, and bioswales on both sides without sidewalks; and

WHEREAS, the provision of bioswales on both roads and exclusion of sidewalks on Coburg Industrial Way deviates from the design standards specified for urban arterial and collector roads in Lane Code 15.702; and

WHEREAS, on June 24, 2009 the Roads Advisory Committee reviewed the staff recommendation on the proposed Design Concept and adopted the findings and recommendations found in Exhibit 'A' to this Order, specifying design standard deviations for Pearl Street and Coburg Industrial Way; and

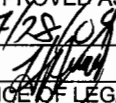
WHEREAS, the findings and recommendations were mailed to impacted property owners within the project area pursuant to Lane Manual 15.580 and no petition for a hearing was presented to the Public Works Department; and

WHEREAS, the Board adopted the Coburg / I-5 Interchange Area Management Plan; and

WHEREAS, the Board held a public hearing on August 5, 2009 and after the hearing considered the proposed Design Concept and any testimony;

NOW THEREFORE, BE IT ORDERED, that the Board approves the Design Concept recommended by the Roads Advisory Committee as described in Exhibit 'A' to this Order, and substantially in conformance with the design plan shown in Exhibit 'B' to this Order.

DATED this _____ day of August 2009.

APPROVED AS TO FORM
Date 7/28/09 Lane County

OFFICE OF LEGAL COUNSEL

Pete Sorenson, Chair
Lane County Board of Commissioners

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

LANE COUNTY ROADS ADVISORY COMMITTEE
Recommended Design Concept and Findings
June 24, 2009

Coburg / Interstate-5 interchange Area Management Plan
Pearl Street / Coburg Industrial Way Improvement Project

BACKGROUND

Oregon Department of Transportation (ODOT) is in the process of adopting and executing the Coburg / Interstate-5 Area Management Plan (IAMP) for managing congestion at the interchange located on Interstate-5 (I-5) at milepost 199.15. County facilities, Pearl Street and Van Duyn Road, are an integral part of the interchange system. ODOT plans to acquire and subsequently implement its access control and spacing standards on the county roads as recommended in the IAMP. As part of the plan, one city road approach (Roberts Road) is recommended for closure. Under the recommended improvements, an extension of Coburg Industrial Way to the south will provide a future connection to Roberts Road. ODOT is currently working on Phase 1 of the Coburg / I-5 Interchange project to implement this recommendation. It has developed a Design Concept (see attachment 1) for improving two impacted county roads -- Pearl Street and Coburg Industrial Way-- as part of a \$15.4 million project scheduled to start in 2011. The agency is seeking a recommendation on the Design Concept for the impacted county roads.

The Lane County Capital Improvement Program (CIP) prioritizes the Coburg / I-5 Interchange project as a high priority "committed" project. Accordingly, in anticipation of improvements to county facilities under the project, the CIP has been allocating local match monies for this project under the "Payments and Matches to Other Agencies" category. The CIP 2005-09 allocated \$2.5 million in county match towards federally funded project. The subsequent CIP updates continued to allocate this level of funding until the CIP 2008-12 cycle when the amount was reduced to the minimum required local match \$1.03 million. The recently approved CIP 2010-14 continues to allocate this level of funds for the project.

Lane Manual 15.580 requires the design concept of any capital improvements on county roads, with the exception of overlay and bridge reconstruction, be approved by the Board. Prior to Board action, the Roads Advisory Committee shall consider staff recommendations on the Design Concept and adopt a recommendation for the Board's consideration. This document summarizes the Design Concept presented by ODOT and includes findings for Pearl Street and Coburg Industrial Way improvements.

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

DESIGN CONCEPT

Existing Conditions

Pearl Street is functionally classified as a Minor Arterial Road (Urban) in the Lane County Transportation System Plan (TSP). It has 2 to 3 lanes, with varying travel way widths (minimum 32-foot wide). It is a paved road without curbs, gutters, or sidewalks between milepost 0.483 to milepost 0.635. Pearl Street becomes a 5-lane, 45-foot wide road with urban roadway features near the intersection of Coburg Industrial Way. These urban elements were provided during a county capital improvement project in 2002.

Coburg Industrial Way intersects with Pearl Street at milepost 0.483. It is functionally classified as a Minor Collector Road in the TSP. Coburg Industrial Way is a 41-foot wide road that is striped for three lanes for the first 340 feet of the approach to Pearl Street. The remainder of the road is striped as a 2-lane road.

Traffic and Roadway Capacity: Pearl Street serves as the main link connecting the City of Coburg to I-5. It experiences heavy truck and commuter traffic destined for a truck stop located on Pearl Street and Monaco Coach Corporation on Industrial Way. The IAMP and a subsequent ODOT traffic studies document congestion at the intersection. The May 6, 2009 ODOT Interoffice memo describes the signalized intersection of Pearl Street and Coburg Industrial Way as failing in mobility standards as well as in queue performance (over 375 foot long queue) during the peak hour.

Right of Way: The existing right-of-way on Pearl Street varies from location to location. According to the Assessor's map, the minimum right-of-way near the project area measures 86 feet wide. Coburg Industrial Way has a uniform right-of-way, which measures 65 feet wide on the map. Right-of-way impacts are depicted on attachment 2-d.

Discussions on Design Concept

The ODOT memo recommends Pearl Street should be widened to a 5-lane road, including curb, gutter, sidewalk, and bicycle facilities between the I-5 southbound ramp terminal and Coburg Industrial Way intersection. The ODOT memo also recommended that Roberts Road should be closed and realigned with the existing intersection of Pearl Street and Coburg Industrial way. This design concept is prepared in line with ODOT recommendations.

Design Standards

Attached cross-sections (attachment 2) show the proposed roadway elements. This roadway cross-section will be designed using the 2003 ODOT Design Manual and applicable road design standards found in Lane Code 15.702. Specific roadway elements will be designed in accordance with the 2004 American Association of State Highway and Transportation Officials publication *A Policy on Geometric Design of Highway and Streets* (AASHTO Green Book).

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

Traffic controls and signs shall comply with the *Manual on Uniform Traffic Control Devices, 2003 Edition*, (MUTCD) and its Oregon Supplements. The standards for the water quality swale will be ODOT standards.

The roadway geometric design will be based on a 40 mile per hour (mph) design speed for Pearl Street. Coburg Industrial Way will be designed for 30 mph. This is consistent with the existing posted speed of 35 mph on Pearl Street. The intersection will be designed for accommodating WB 67 design vehicle (AASHTO Green Book name for Interstate Semitrailer) movements.

Road Design Elements

(1) Pearl Street (mp 0.483 to mp 0.635): It is proposed for improvement from the southbound I-5 ramp to the intersection of Coburg Industrial Way. The proposed roadway design includes urban roadway elements within a proposed 102-foot wide right-of-way. The typical section applicable for the road is shown on the attached ODOT Design Concept (attachment 2-a).

(a) Alignment

The proposed design does not change the existing roadway alignment of Pearl Street. The intersection of Pearl Street and Coburg Industrial Way will be a 4-way intersection after the Roberts Road approach is closed and relocated to align with Coburg Industrial Way. This new road approach will be called Coburg Industrial Way South.

(b) Concrete Sidewalk

The road is proposed for two 6-foot wide setback concrete sidewalks on both sides. This is consistent with Lane Code road design standards for arterial roads.

(c) Paved Shoulder (Bike Lane)

The roadway is proposed for providing two 6-foot wide paved shoulders, one on each side. The paved shoulders may be marked as standard bike lanes when Phase 2 provides bike lane connectivity further east. Lane County minimum standard for bike lanes is 5.5-foot wide.

(d) Water Quality Swale

The 6-foot wide setback space between the curb and sidewalk is proposed for a bio-swale. Lane Code does not have standards for bio-swailes. County design standards require a minimum 6-foot wide planting area for a setback sidewalk design. The proposed bio-swale is a continuous shallow depressions lined with various types of plants. Bio-swale design detail is shown in attachment 2-c. Overflow water will drain into two nearby detention ponds shown on attachment 2-d. It is County's expectation that the City or ODOT will maintain these swales.

(e) Through Lanes

Pearl Street is proposed for widening to accommodate four 12-foot wide through lanes, consistent with Lane Code design standards. Lane Code road design

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

standard requires 12-foot wide travel lanes where truck traffic is high. The westbound far-side lane will share right turning traffic.

(f) Left Turn Lane

The roadway is proposed for a 16-foot wide westbound left turn lane for a length of 250 feet. The wide turn lane is provided to facilitate heavy truck turns destined for the truck stop. The storage lane should accommodate enough queue length for four trucks.

(2) Coburg Industrial Way (mp 0 to mp 0.132): It is proposed for improvements from the intersection with Pearl Street to a length of 700 feet north of the intersection. It accommodates two 12-foot wide left turning lanes and two 12-foot wide through lanes with other roadway elements within a proposed 74-foot wide right-of-way as shown on attachment 2-b.

(a) Alignment

The intersection improvements will slightly shift roadway alignment due to the addition of dual turn lanes and modifications at the intersection to accommodate the WB 67 design vehicle. The shift will occur towards east impacting right-of-way on the ODOT controlled properties. The west side on the right-of-way will not be impacted. The roadway will taper and tie back to the existing lanes about 425 feet from the intersection with Pearl Street.

(b) Concrete Sidewalk

Sidewalks are not proposed on the roadway.

(c) Paved Shoulder

The roadway cross section shows two 6-foot wide paved shoulders for the length up to the affected improvement area (about 700 feet) as a placeholder for future bike lanes. The paved shoulder will be marked for bike lanes when the adjacent properties develop.

(d) Water Quality Swale

Similar to the Pearl Street cross-section, Coburg Industrial Way is also proposed for two 6-foot wide water quality swales on both sides. They consist of large shallow depressions containing various plants with the ability to absorb pollutants from roadway runoff. The bio-swale is proposed in lieu of planter strip required by Lane County road design standards. Overflow water will drain into nearby detention ponds. Lane County will not maintain such swale.

(e) Through Lanes

Coburg Industrial Way is designed for two, 12-foot wide through lanes. Southbound traffic will share a lane with southbound right traffic.

(f) Left Turn Lanes

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

It is designed for dual 12-foot wide left turning lanes for a length of 275 feet. About 425 feet of transition length will facilitate a smooth transition from the 2-lane to the 4-lane sections.

(3) Industrial Way South improvements and its design concept are not included in this document, as this new road approach will be a City road upon its completion.

(4) Van Duyn Road is not proposed for improvements in this phase and its design concept is out of the scope. For informational purpose, ODOT is pursuing protective purchase of properties in the southeast quadrant of the interchange for a future frontage road, in addition to seeking a goal exception in the land use process.

FINDINGS

Based on ODOT provided information, staff developed the following findings supporting the design concept.

Finding 1: The improvements mitigate queue issue.

Traffic studies performed in connection with the project document congestion at the Pearl Street / Coburg Industrial Way intersection and I-5 ramps. According to a May 6, 2009 ODOT interoffice memo, the "build" alternative improves access management in the studied road segments and a slight improvement in mobility standards at the southbound ramp terminal. The intersection of Coburg Industrial Way is projected to fail in mobility and queue performance standards during the shift change hours at a nearby industrial facility.

Finding 2: The proposed ODOT Design Concept meets Lane County road design standards

Lane County roadway design standards for Urban Arterial and Collector Roads (found in LC 15.702) is applicable when widening existing improved arterial and collector streets that result in adding one or more through lanes, left turns lanes, continuous center turn lanes, right turn lanes, bicycle lanes, or other lane additions. The roadway cross-section shown on the Design Concept meets Lane County road design standards except for the absence of sidewalks on Coburg Industrial Way.

Coburg Industrial Way is not provided with sidewalks as required by Lane County design standards found in LC 15.702. Staff and ODOT met several times to decide whether sidewalks are required on Industrial Coburg Way. Staff finds that a sidewalk on the east side of the road (only in the area of the intersection) is not warranted at this time due to lack of sidewalk facilities further north and beyond the scope of the proposed intersection improvement. Moreover, a sidewalk on the west side is not required at this time, as a multi-use path is planned for construction by the City of Coburg and is included in the City Parks adopted Plan. Land use conditions of approval for a private development proposal on the

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

west side stipulate that the developer will work with the City to provide pedestrian facilities when development occurs.

The intersection is designed for "off tracking" of the longest anticipated truck, the design vehicle WB 67 with an overall length of 74 feet. Turning radii and other design standards not covered by LC 15.702 are provided in the AASHTO Green Book. Pavement marking and signal timing improvements will be based on MUTCD or Institute of Transportation Engineers Manuals, or the 2003 ODOT Highway Design Manual. These references are approved in Lane Manual 15.480 as alternative design standards in the absence of county standards.

Finding 3: ODOT has initiated processes that will acquire access rights, access management authority within impacted right-of-way

Right-of-way in the area is significantly impacted by this proposal. ODOT will acquire access rights of all the properties fronting Pearl Street and select properties fronting Coburg Industrial Way. ODOT anticipates acquiring the required right-of-way from the northeast corner property at the intersection of Pearl Street and Coburg Industrial Way and minimize impacts to properties west or south of the intersection of Pearl Street and Coburg Industrial Way. An Intergovernmental Agreement between ODOT and Lane County will transfer access-permitting authority to ODOT when access rights are acquired by ODOT upon Board of County Commissioners and Oregon Transportation Commission adoption of the Coburg Interstate-5 Interchange Management Plan (IAMP).

Finding 4: The proposal meets county policy framework

Lane County Transportation System Plan (TSP) goals and policies that are relevant to this project are:

Goals 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.

Goal 2: Promote a safe and efficient state highway system through the state Transportation Improvement Program and support of ODOT capital improvement project.

Goal 6: Provide safe and convenient opportunities for bicycle and pedestrian travel throughout Lane County.

Goal 7: Promote logical and efficient bicycle and pedestrian connections within the Lane County transportation system and between the County's and other jurisdictions' transportation systems.

Goal 25: Maintain effective partnering relationships with cities and the Oregon Department of Transportation (ODOT).

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

This is an ODOT project on county roads. Lane County supports development and implementation of ODOT projects that improve safety, operation, and structural characteristics of the state highway and bridge system, provided they are consistent with the TSP and applicable federal, state and local regulations [Policy 2-a].

The IAMP is anticipated to be scheduled for adoption by the Board of County Commissioners prior to adoption of this Design Concept next month. This local improvement project on local roads is part of the IAMP. Furthermore, the County capital improvement program included this project as a priority project in the recently approved CIP 2010-14.

Finding 5: The project proposal has public support

ODOT has conducted several public meetings regarding this project. Barney & Worth is assisting ODOT with public involvement activities. The project communication plan included open houses on October 17 and 18, 2008, a joint session with Coburg City Council and Planning Commission on October 28, 2008, postcard mailings, and project information posted on the project web site.

About 60 participants attended the October 17 and 18, 2008 public open houses. While the participants had several comments on the new Coburg Industrial Way South approach proposal, there were no major concerns for Pearl Street and Coburg Industrial Way. One written comment related to the intersection is highlighted below.

(a) email comment from Mr. Edward Wojakowski found in the Communications Report, Revised January 8, 2008: "It will need to accommodate 105 ft long triple trailers as well as oversized-overlength mobile homes/ low-boy trailers, etc. and the heavy weight involved."

Additional detail regarding public involvement can be found in the attached I-5 Coburg Interchange Key 14649 Communications Report (attachment 4).

Lane Manual 15.580 requires citizen input concerning individual road improvement projects. It also states the Roads Advisory Committee may elect to set a public hearing(s) before adopting a Board recommendation on a preferred project alternative. In deciding whether a RAC hearing should be conducted, considerations include but are not limited to potential impacts on adjacent properties, whether significant alteration of the road or surrounding terrain is involved, such as major realignment or widening of roads, and whether appreciable impact to surrounding landscape or historical structures might be experienced.

No public hearing with RAC has been scheduled pursuant to LM 15.580. Properties fronting Pearl Street and Coburg Industrial Way have been notified of Road Advisory Committee action prior to the June 24, 2009 meeting. Whether a

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

hearing is conducted or not, adjacent property owners will be notified of the adopted findings and recommendations by the RAC within 10 days as required. Lane Manual provides a process for citizen to request a hearing.

Finding 6: The RAC has discussed and evaluated major issues on design deviations

(a) Sidewalk and Bike Lane Issues

There is no sidewalk or bike lane proposed on Coburg Industrial Way. A future sidewalk is proposed as part of the future private development. Staff recommended not requiring sidewalks on Coburg Industrial Way based on the finding that this project is scoped to improve the intersection only. A sidewalk on the east side is not warranted, as there is no development on this side of the road and there is no connecting sidewalk to the north of the intersection. A sidewalk on the west side will be required for serving proposed private development. The developer is required to provide a sidewalk or contribute to the planned city multi-use path that is in the City's adopted Parks Plan.

(b) Swale vs. Planter Strip

The proposal replaces planter strips with Water Quality Swales. The Department of Environmental Quality required swales for treatment of stormwater runoff on Pearl Street and Coburg Industrial Way. Documentation of environmental issues is provided in the ODOT briefing.

The objectives of a planter strip is to provide more physical separation for pedestrians from vehicles and space for street trees, landscaping, ground cover, or turf and provide aesthetic benefits to the streetscape. The bio-swales perform as an effective traffic separator, as planter strips do. However, they do not provide the aesthetic benefits that planter strips do.

Lane County has adopted a similar swale concept in the Bolton Hill Road Urban Improvement project despite the fact that the County does not have resources to maintain swales. The City of Veneta agreed to take the maintenance responsibilities of the swale. Similarly, an Inter-governmental Agreement between the City of Coburg, ODOT, and Lane County will address this issue.

OPTIONS:

No alternative design options have been developed for this project.

RECOMMENDATION

Based on the information presented to the committee and the findings in support of the proposed design concept, the Roads Advisory Committee recommends the following design concepts for Pearl Street and Coburg Industrial Way.

Pearl Street

(1) Construct four, 12-foot wide lanes and a 16-foot wide turning lane between mp 0.483 and mp 0.635 as shown in attachment 2-a.

Exhibit A: Pearl Street / Coburg Industrial Way Design Concept

- (2) Construct bio-swales in place of planter strips that would typically be required by Lane County design standards.
- (3) Provide paved shoulders both sides for use as multi-use shoulders at this phase.
- (4) Provide 6-foot wide sidewalks on both sides.

Coburg Industrial Way

- (1) Construct two, 12-foot wide through lane and two 12-foot wide dual turn lanes for the first 275 feet of approach as shown in attachment 2-b. Tie back to the existing two lanes with required taper length.
- (2) Construct bio-swales in lieu of planter strips on both sides of the road, provided the City or ODOT will maintain them.
- (3) Deviate from the requirement of sidewalks in LC 15.702.
- (4) Provide for a future bike lane for the impacted 700 feet of Coburg Industrial Way.

Attachments:

- 1. ODOT Briefing
- 2. Concept Design
 - (a) Pearl Street
 - (b) Coburg Industrial Way
 - (c) Bio-swale
 - (d) Site Plan
- 3. ODOT Interoffice memo, May 6, 2009
- 4. I-5 Coburg Interchange Key 14649 Communications Report

ODOT K14649 I-5 at Coburg Interchange Project Brief to Lane County

EXECUTIVE SUMMARY

The purpose and need of the project is to provide immediate relief to the Coburg Interchange Area through various design elements within the K14649 I-5 at Coburg Interchange project, specifically this document is written to address improvements to E. Pearl Street from the Interchange Ramp Terminals to Coburg Industrial Way N. and along Coburg Industrial Way N. Pearl Street is a minor arterial and Coburg Industrial Way N. is a Minor Collector, and both are subject to the standards outlined in Lane Code chapter **15.702 Urban Arterial And Collector Standards.**

PROJECT BACKGROUND

The Coburg/Interstate 5 (I-5) interchange, located on I-5 at milepost 199.15 adjacent to the City of Coburg, has reached the end of its useful life and is in need of modifications and improvements. Local agencies, acting through a United Front lobbying effort, successfully pursued and obtained a federal earmark for the interchange project, and as of June 2005, the federal transportation bill (TEA-LU) earmarked a net \$9 M for the project. The estimate submitted under this bill was done on a conceptual level, not for a well-developed project, and it was not intended to allocate all necessary funding for the project. What's more, this estimate was already six years old when SAFETEA-LU became law which presented a problem when the team assembled to begin design work on the project scope.

Since insufficient funds exist to construct the full project as envisioned by the Project Delivery Team (PDT), the team has decided to propose a project phasing strategy that anticipates construction to begin as early as 2011 using the currently available funding of \$15.4 M. The Project Delivery Team has drafted a short term and long term proposal as follows:

- Phase 1 (construct 2011)
 - Realign local road network on the south side of Pearl Street.
 - Improve Pearl Street from the Ramp Terminals to Coburg Industrial Way
 - Implement full interchange access control and spacing standards, as depicted in the Interchange Area Management Plan (IAMP).
 - Water quality treatment facilities
 - Purchase right-of-way for Phase 1 and protective purchase on conceptual Phase 2.

- Phase 2 (by end of planning horizon 2025)
 - Purchase right-of-way for phase 2
 - Replace the Bridge; connect to the system and subsequent work items associated with bridge replacement.

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EXISTING ROAD CONDITIONS

E. Pearl Street is a two-lane County Minor Arterial that travels east-west and turns into Van Duyn Road at the east of the Coburg/I-5 interchange. The intersection of E. Pearl and Coburg Industrial Way is signalized. E. Pearl Street provides direct access to commercial and industrial businesses, and leads west to the historic central business district in Coburg. Within the interchange management area, E. Pearl Street is classified locally as a truck route.

Coburg Industrial Way is a two-lane County Minor Collector (between E. Pearl and city limits) and City collector (north of the County road section) that travels north-south and provides access to the industrial property northwest of the interchange.

ODOT used the 2003 ODOT Highway Design Manual. For spacing standards ODOT used the 1999 Oregon Highway Plan. The standards that were used for the water quality came from ODOT's Geo-Hydro section with consultation of DEQ, Lane County, and City of Coburg. For the local streets, ODOT has taken direction from the City, and County, as they will "own" the streets after construction.

Looking east toward the interchange on E. Pearl



Industrial Way, looking north toward Monaco Coach facility



See Attachments for typical sections labeled Pearl-x-Sec1, S_Indust-x-Sec, and N_Indust-x-Sec2. Typical sections are a view looking ahead on station. Typical sections represent a "typical" section" on a roadway plan.

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PROPOSED DESIGN ELEMENTS

The southbound I-5 on-ramp will be widened to accept 2 lanes turning east to south from Pearl St. The ramp will be lengthened as needed to allow merging to a single lane prior to entering I-5.

The Pearl St. section west of the interchange ramps will receive a full urban section. Radius on the south side of Industrial will be modified to accommodate a WB67 interstate vehicle. Coburg Industrial Way will be extended to the south to connect up with the Roberts Rd., to be called Coburg Industrial Way South. A free flowing slip lane for a right turn north to Industrial Dr. will be constructed to aid in the operation of the high demand morning commute. The queue lengths are given in the Traffic Memo, that is in attachment, and ODOT used the shorter length. The typical sections show the left turn dimensions. The plan view show the storage and site distance lengths. The stationing is listed for this purpose.

See Attachment for design plan view

POLICY FRAMEWORK

Project meets the plan and standards of Lane County, City, and ODOT. Furthermore, it meets the IAMP.

RIGHT OF WAY

Acquisition for construction elements will be taken in fee as well as permanent and temporary work easements.

Access Control will be purchased on both East and West side of the interchange. Specifically on the West side from the intersection access control acquisition of property from southbound interchange ramp terminals with Pearl Street at "Van Duyn" Station 16+95.35 to 10+00 to "Pearl" Station 29+52.76 to 15+00, which includes closure of private and public accesses between the ramps and Coburg Industrial Way. Furthermore, acquisition of property access rights 150' along Coburg Industrial Way and Coburg Industrial Way South. Specifically on the East side of the interchange acquire access control from the intersection of the northbound interchange ramp terminals with Van Duyn Road at "Van Duyn" Station 21+65.35 to the intersection of Hereford Road and Van Duyn Road at Station 56+01.35.

Acquisition for future development, in the Southeast Quadrant of the interchange, of the Knee Deep Cattle Company property for a future alignment of a frontage road as depicted in the IAMP.

WATER QUALITY

Cooperative design meetings were held with Lane County, City of Coburg, ODOT, and DEQ to identify the treatment and detention goals of the project. Bio-Swales were used in place of planter strips under guidance from DEQ, which had the following support presented in our latest correspondence: "I think the vegetated swale option is a great idea. The Eugene specifications for the vegetated swale are very similar to those in other DEQ "accepted" manuals". Lane County, City of Coburg, ODOT, and DEQ visited the project on River Avenue to look at the vegetated swales and agreement to move forward with the swales was agreed by all Agencies. We designed drainage surface to swale surface area ratio based on the flow control needed for a 10-year storm.

WATER DETENTION

We have designed three rectangles 40' wide x 100 ft long for 1.5 foot deep ponds. These three ponds along with 4 - 3 foot diameter underground pipes are necessary to meet detention goals. The detention system is designed to keep the 2 year post-construction flow rate = 42% of the pre-construction flow rate(a requirement of SLOPES IV). And match the 10 year event (another SLOPES IV requirement).

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ENVIRONMENTAL

Socioeconomics

Within the current API the project should have minimal socioeconomic impacts.

Hazmat

A Level 2 Hazmat Assessment will be required. There are several old gas stations within the project limits that will need to be evaluated further as we progress through design phases.

Noise

Re-Alignment of Roberts Road has required a noise study be performed since we will be shifting traffic closer to a motel and a RV park which houses long term residents.

Historic

Five potentially historic resources were identified during the reconnaissance survey of the project API . However, none of these are considered potentially eligible for listing on the National Register of Historic Places

Wetlands

Wetlands within the API include: 1) emergent/scrub-shrub/forested wetlands converted to agriculture, 2) remnant emergent wetlands within and adjacent to the interchange clover leaves, and 3) remnant emergent wetlands and wetland swales adjacent to the highway. Waters of the U.S./State include: 1) Muddy Creek, 2) Muddy Creek Irrigation Canal, 3) canals and ditches connected to Muddy Creek and the irrigation canal, and 4) ponds excavated in hydric soil. There will be mitigation required for this project. The mitigation plan will be created by consultants WH Pacific.

DSL/USACE Permits

It appears highly likely a Joint Removal/Fill Permit from the Department of State Lands (DSL) and US Army Corps of Engineers (Corps) will be required for this project since there are substantial jurisdictional wetlands/waterways within the API and the project is likely to impact some or all of these resources.

Biology

Fish

- There are several permanent aquatic habitats which provide connectivity between the API and the Muddy Creek drainage basin. ODFW indicates there are cutthroat trout and other resident fish species in the Muddy Creek Irrigation Canal, but no Endangered Species Act (ESA) listed fish (salmon, steelhead, or Oregon chub) within or immediately downstream from the API. Because the proposed project may involve in-water work or effects to in-stream habitats, Essential Fish Habitat (EFH) consultation with NOAA Fisheries may be necessary.
- Work on culverts within the API that convey natural, human created, or human altered (ditched) stream channels may trigger the Oregon Fish Passage Law. This MAY require that these crossings be brought up to current ODFW fish passage standards or provide mitigation elsewhere that provides a net benefit to the species being impacted by not providing passage within the API. There are two road/stream crossings within the project API where the OFPL would apply; the Muddy Creek Irrigation canal crossing of Pearl Street on the west side of I-5, and the Muddy Creek (Ditch) crossing of Van Duyn Road on the east side of I-5.

Plants

- A habitat survey was conducted on January 22, 2007. Due to poor habitat quality rare plant species are not expected to occur within the API. However, a rare plant survey was conducted during April 2007 and confirmed there are no State or Federally listed plants within the project API.
- The project API contains two ODA List B noxious weed species scattered within the API. Populations of Himalayan blackberry, and Canada thistle. It is recommended that weed infestations be eliminated with herbicides or hand pulling before it spreads and becomes more problematic. A weed management plan will be required to prevent the spread of weeds and their seed from the project area.

Wildlife

ODOT K14649 I-5 at Coburg Interchange Project Brief to Lane County

- Given the varied quality of habitats in and around the API terrestrial animal and avian usage of the API is expected, but only to a moderate degree. On-site survey detected evidence of use of the API by migrant birds, and small mammals. Raccoon (*Procyon lotor*), black-tailed deer (*Odocoileus hemionus*), skunk (*Mephitis mephitis*), snakes, and various rodents are fully expected. The shrubs and trees in the API are potential perching, and nesting habitat for song birds (migrating birds). As such, impacts to these habitats will require coordination with the ODOT Region Biologist and potentially USFWS to be in compliance with the Migratory Bird Treaty Act. To streamline the regulatory process, and to reduce the project-related impacts, avoidance of potential nesting habitats during the nesting season (March 1 through July 31) and/or avoidance of areas containing active nests is recommended to avoid the need for agency coordination under the Migratory Bird Treaty Act..
- Although bald eagle nests are known to be in the vicinity of the API, it is not expected that noise restrictions would be required for general construction work. If blasting is required further assessment of noise-related impacts would be required. Habitats inside the API are not conducive to nesting.

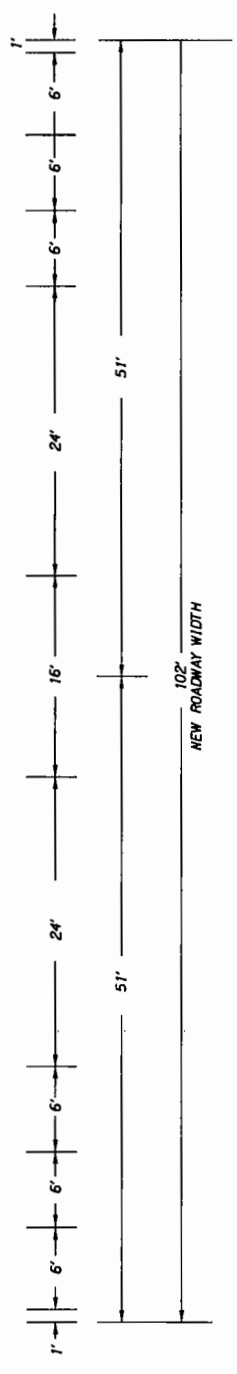
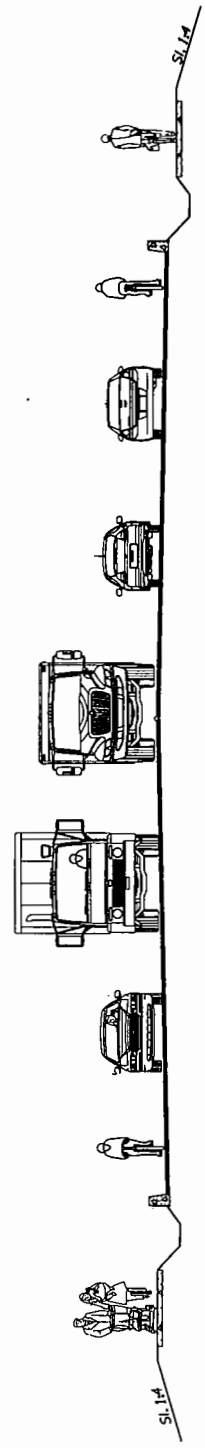
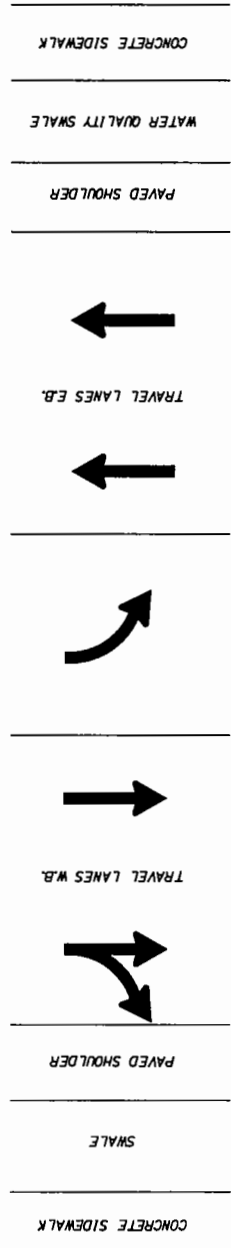
PUBLIC INVOLVEMENT

The main issue with this project appears to be public perception of the project. The community wants a full modernization project, which includes the overpass reconstruction and anything less seems to be controversial. With the project funds a local improvement project, referred to as phase 1, is all that can be constructed within budget. We worked with impacted businesses by phase 1 property acquisition over the past 3 years. We held meetings with impacted property owners, listed below, where we were able to identify and address many concerns of the property owners, which has made this Design Concept a collaborative design between the Project Delivery Team (Agency representatives) and the Public.

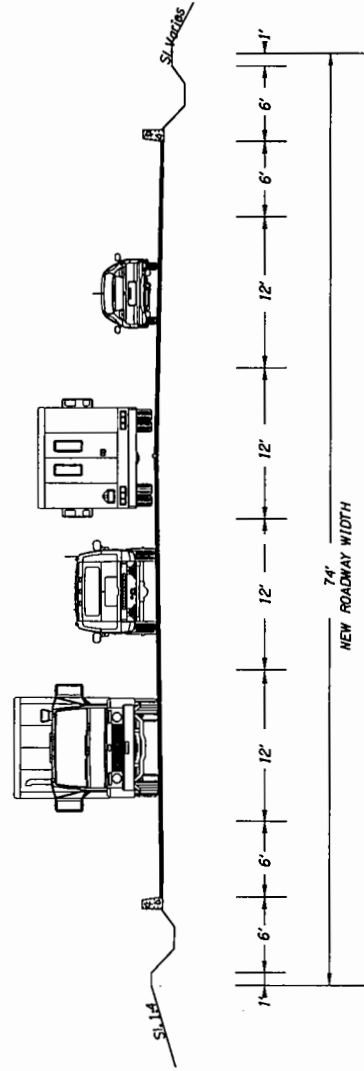
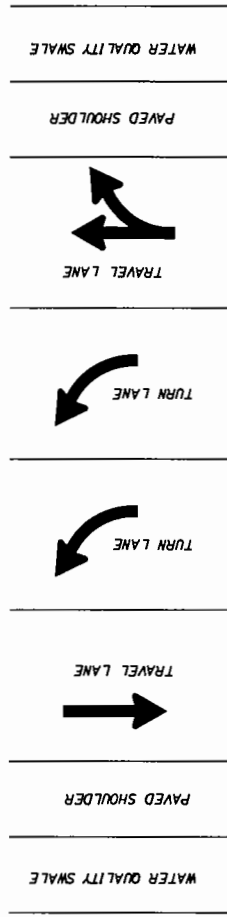
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- 6-20-08
- 2-4-09
- Upcoming 6-25-09

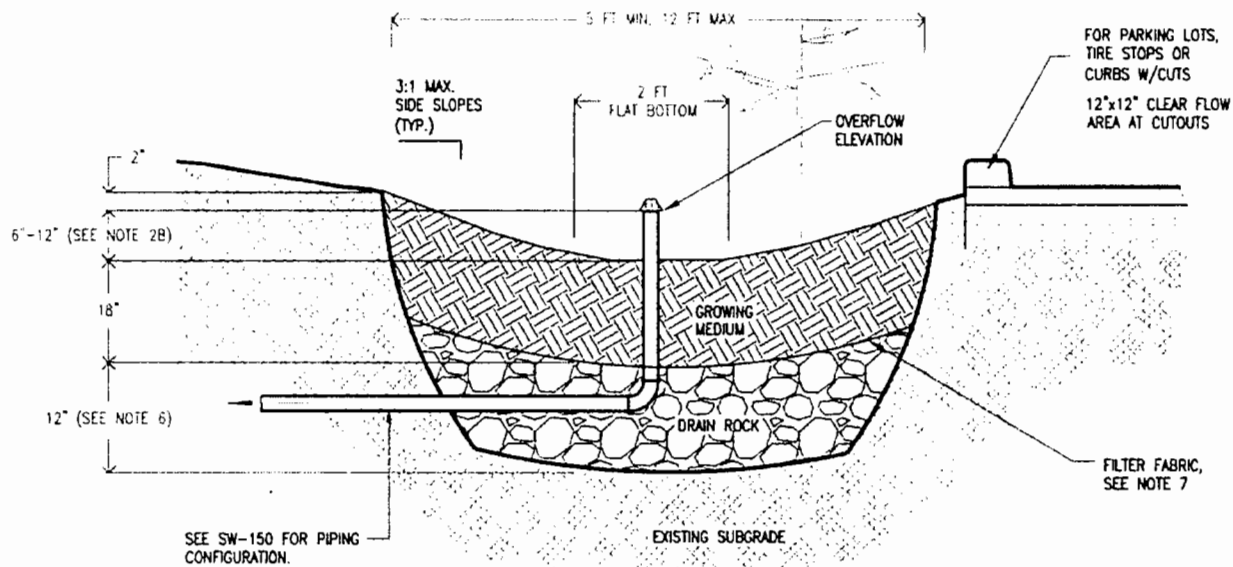
In addition to the impacted property owners meetings we presented the project to the community in an Open House Forum on October 17th and 18th 2008 as well as to the October 28th City of Coburg Joint Session between City Council and Planning Commission, and November 18th and December 9th 2008 City Council meeting.

Pearl Street with Swale and Sidewalk
Sta. 24+50 to Sta. Sta30+00



Coburg Industrial Way looking South with Swale No Sidewalks Sta. 7+62 to Sta. 10+20





1. Provide protection from all vehicle traffic, equipment staging, and foot traffic in proposed infiltration areas prior to, during, and after construction.
2. Dimensions:
 - a. Width of swale: 5' - 12'.
 - b. Depth of swale ((from top of growing medium to overflow elevation); Simplified: 9", Presumptive: 6"-12".
 - c. Longitudinal slope of swale: 6.0% or less.
 - d. Flat bottom width: 2'.
 - e. Side slopes of swale: 3:1 maximum.
3. Setbacks (from centerline of facility):
 - a. Infiltration swales must be 10' from foundations and 5' from property lines.
 - b. Flow-through swales must be lined with connection to approved discharge point according to SWMM Section 1.3.
4. Overflow:
 - a. Overflow required for Simplified Approach
 - b. Inlet elevation must allow for 2" of freeboard, minimum.
 - c. Protect from debris and sediment with strainer or grate.
5. Piping: shall be ABS Sch.40, cast iron, or PVS Sch.40. 3" pipe required for up to 1,500 sq ft of impervious area, otherwise 4" min. Piping must have 1% grade and follow the Uniform Plumbing Code.
6. Drain rock:
 - a. Size for infiltration swale: 1½" - ¾" washed
 - b. Size for flow-through swale: ¾" washed
 - c. Depth for Simplified: 12"
 - d. Depth for Presumptive: 0-48", see calcs.
7. Separation between drain rock and growing medium: Use filter fabric (see SWMM Exhibit 2-4 Geotextile table) or a gravel lens (¾ - ¼ inch washed, crushed rock 2 to 3 inches deep).
8. Growing medium:
 - a. 18" minimum
 - b. See Appendix F.3 for specification or use sand/loam/compost 3-way mix.
9. Vegetation: Follow landscape plans otherwise refer to plant list in SWMM Appendix F. Minimum container size is 1 gallon. # of plantings per 100sf of facility area:
 - a. Zone A (wet): 115 herbaceous plants OR 100 herbaceous plants and 4 small shrubs.
 - b. Zone B (moderate to dry): 1 tree AND 3 large shrubs / small trees AND 4 small shrubs AND 140 groundcover plants.

The delineation between Zone A and B shall be either at the outlet elevation or the check dam elevation, whichever is lowest.
10. Waterproof liner: Shall be 30 mil PVC or equivalent for flow-through facilities.
11. Install washed pea gravel or river rock to transition from inlets and splash pad to growing medium.
12. Check dams: Shall be placed according to facility design. Refer to SW-340 for profile and spacing.
13. Inspections: Call BDS IVR Inspection Line, (503) 823-7000, for appropriate inspections.

- DRAWING NOT TO SCALE -

STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS

- Simplified / Presumptive Design Approach -

Swale

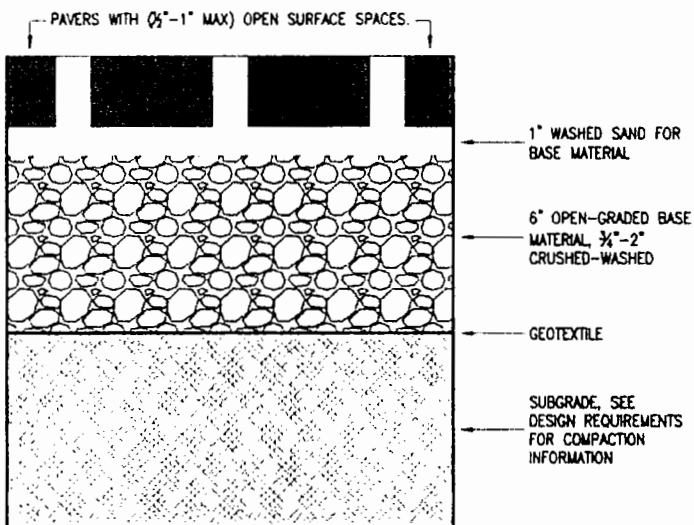
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Bureau of Environmental Services

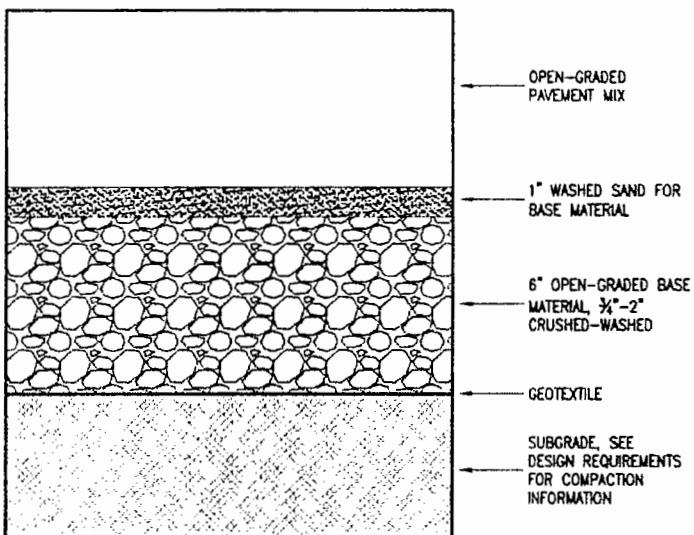




**PERMEABLE CONCRETE BLOCK
OR "PAVER" SYSTEMS**

	RESIDENTIAL DRIVEWAY OR PEDESTRIAN ONLY	PRIVATE STREET, PARKING LOT, OR FIRE LANE	PUBLIC STREET
CONCRETE	4"	4"	7"
ASPHALT	2 1/2"	3"	6"
PAVERS	2 3/8"	3 1/8"	3 1/8"
ENGINEERING REQ'D	NO	YES	YES
COMPACTION REQ'D	NO	YES	95%

**EXHIBIT 2-8
PERVIOUS PAVEMENT REQUIREMENTS
FOR TOP LIFT DEPTH, ENGINEERING,
AND COMPACTION.**



**PERVIOUS (OPEN GRADED) CONCRETE
AND ASPHALT SYSTEMS**

- DRAWING NOT TO SCALE -

STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS

- Simplified / Presumptive / Performance Design Approach -

Pervious Pavement

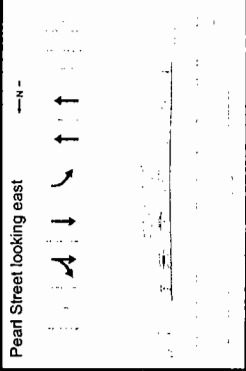
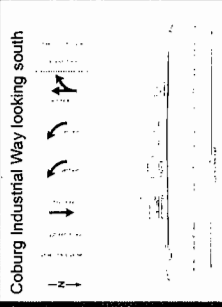
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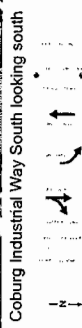
Bureau of Environmental Services





Van Duijn Road (east of I-5) is not proposed for improvements in this phase. ODOT is pursuing protective purchase of properties in the southeast quadrant of the interchange for a future frontage road.

E. Pearl St.



I-5 North
I-5 South

I-5 southbound on ramp

Roberts Rd

Coburg Industrial Way South

Proposed wetland mitigation area.

Future Access Management
Access management is a method for providing access to businesses while maintaining a flow of traffic on a roadway. This provides for the safety and mobility of the traveling public while accommodating the access needs of property owners. ODOT will acquire access rights of all the properties fronting Pearl Street, west to the residential area and east to Hereford Road and 150 feet from intersection along Coburg Industrial Way and Coburg Industrial Way South.

Water Quality Facilities
Water quality and detention facilities will be developed to treat runoff from the pavement in the project area.

June 2009 Key 141649



I-5 at Coburg Interchange: Redesign of Industrial Way Intersection



Oregon Department of Transportation



INTEROFFICE MEMO

DATE: May 6, 2009

File: T1- 5

TO: Candice Stich
ODOT Area 5 – Project Leader

FROM: 
Ann M. Batten, PE
Region 2 Traffic Analyst

SUBJECT: I-5 @ Coburg Interchange Section (Key # 14649)
Roberts Road/Coburg Industrial Way Realignment
Interstate 5 – Pacific Highway (Highway #1), Milepoint 199.15
City of Coburg, Lane County

EXECUTIVE SUMMARY:

The I-5 at Coburg Interchange Section project is part of construction project considered in the Interchange Area Management Plan (IAMP) which identified and addresses future needs within this area. The 2004 Coburg Urbanization Study showed that by 2025 all study intersections are over mobility standards for the peak travel hour, with many operating in conditions over capacity, generating high levels of delay and congestion. This memo discusses the first phase of the Interchange reconstruction project which is currently funded. The other phases were delayed due to funding issues that prohibited the work as a single interchange replacement project. This project is focused on the section of Pearl Street from the southbound ramps of I-5 to just west of Coburg Industrial Way.

Existing intersection operations indicate that the Pearl Street at Coburg Industrial Way intersection does not meet the mobility standard in the peak hour. Observations of the current operations show the existing drop lane on Pearl Street east of Coburg Industrial Way causes significant lane imbalance for the southbound dual left-turn lanes on Coburg Industrial Way, as well as in limited length of the two eastbound lanes on Pearl Street.

The proposed build alternative includes the realignment of the Roberts Road westerly to the south leg of the Coburg Industrial Way intersection, establishing access control on Pearl Street between I-5 SB ramp terminal and Coburg Industrial Way, widening Pearl Street to a five-lane urban section from the SB ramp terminal to Coburg Industrial Way, providing a dual right turn from Pearl Street and an additional lane on the SB on-ramp, and modifying signal operations at Coburg Industrial Way/Roberts Road intersection. The "build" alternative improves access management in the section and mobility slightly at the

SB ramp terminal. The intersection of Coburg Industrial Way/Roberts Road still fails regarding mobility. This alternative does alleviate most existing queuing issues; however southbound queuing at Coburg Industrial Way is not alleviated.

The "mitigated build" alternative includes the additional feature over the "build" alternative of modifying the southbound movement at Coburg Industrial Way/Roberts Road Intersection to have a dual left turn and a through-right. . The "mitigated build" alternative alleviates mobility and queuing so that the intersections function within acceptable standards.

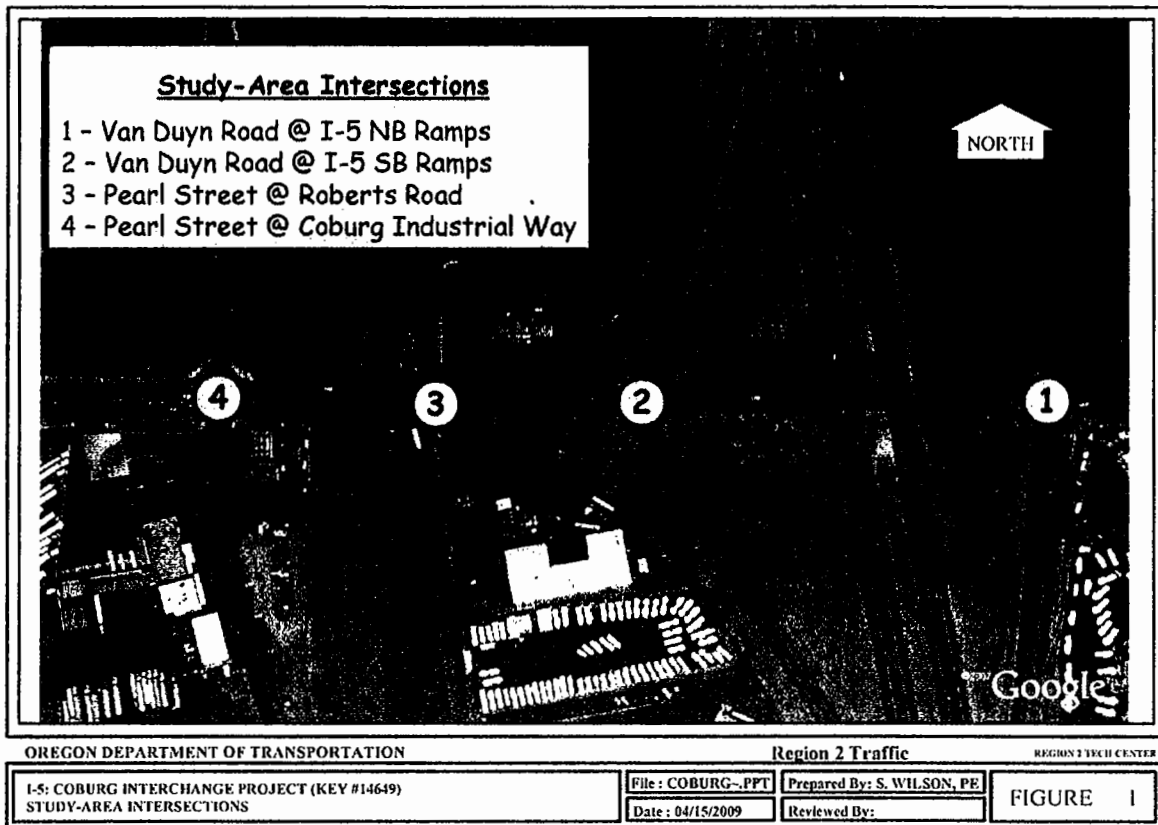
BACKGROUND:

The requested traffic analysis was performed for the segment of Pearl Street, from the I-5 northbound ramp terminal westerly through the Coburg Industrial Way intersection. West of the interchange, the existing Pearl Street at Roberts Road intersection will be closed, and realigned approximately 450 feet to the west, opposite of the existing Coburg Industrial Way signalized intersection. This project will acquire access control on both sides of Pearl Street through this section. Pearl Street west of the I-5 southbound ramp terminal is to be widened to five lanes from the existing two lanes, matching the existing five-lane section at Coburg Industrial Way. A dual eastbound right-turn lane onto the southbound I-5 on-ramp has been proposed, as well as widening the southbound on-ramp, to two lanes for about half of its length.

This project is scheduled for completion in 2012. The operations of the affected intersections in the study area were analyzed for both existing year (2008) and anticipated build year of 2012 and future year of 2031. The four study-area intersections include (see Figure 1):

1. Van Duyn Road at I-5 NB Ramp Terminal;
2. Pearl Street/Van Duyn Road at I-5 SB Ramp Terminal;
3. Pearl Street at Roberts Road;
4. Pearl Street at Coburg Industrial Way.

Since the I-5 NB Ramp terminal intersection is not affected by this project, no capacity or queuing analysis results will be presented in this memo.



Mobility Standards

The v/c ratios and intersection queuing for the intersections were analyzed using Synchro7 and SimTraffic7, which are companion models. The v/c ratio is a quantitative measure of the ratio between the existing for projected volumes to the ideal capacity of the roadway at a given location. The queuing reported is the 95th percentile queue lengths for the SimTraffic simulations per the Analysis Procedures Manual (APM).

For existing and future no-build conditions, the Oregon Highway Plan (OHP) mobility standards are used to help identify the need for the improvement. The OHP lists v/c mobility standards based on highway classification and surrounding land use. When evaluating maximum acceptable Volume to Capacity (v/c) Ratios, the 1999 Oregon Highway Plan (OHP) mobility standards for a Metropolitan Planning Organization (MPO) area were used. The maximum acceptable v/c ratio for Interstate 5 is 0.80. For the ramp terminals the v/c ratio should not exceed 0.80. Pearl Street/Van Duyn Road, Roberts Road and Coburg Industrial Way have a maximum acceptable v/c ratio of 0.90 since they are district/local interest roads. A v/c ratio of 1.0 represents an intersection that is at capacity. In addition to v/c ratios, 95th percentile queue lengths were also obtained to better understand the operation of the system. Excessively long queues are often seen in areas where v/c ratios exceed standards.

For the build analysis, the Highway Design Manual (HDM) specifies the v/c ratio for the newly constructed portions. The HDM sets the maximum acceptable v/c ratio for Interstate 5 and its ramp terminals as 0.75 and a 0.85 for District/Local Interest roads.

The local roads in this project are under Lane County jurisdiction and they measure system performance using Level of Service. The Level of Service (LOS) is another measure of system performance based on delay. The maximum acceptable LOS is D regardless of existing or build conditions.

EXISTING CONDITIONS:

Volume Development

The 2008 30th Highest Hour Volumes (30HV) were developed from 16-hour manual classification counts taken in September of 2008. Using a combination of Interstate and Commuter trends from the 2008 Seasonal Trend Table in the Analysis Procedures Manual, the counts were seasonally adjusted (s ranges from 1.03 to 1.14). The 3:30 PM to 4:30 PM peak hour was selected for this traffic study based on the influence of the shift changes of the industrial users in the area. The Lane Council of Government (LCOG) EMME2 Model runs from 2004 and 2031 were post-processed using NCHRP 255 methods to determine both the 2012 Peak Hour Volumes (PHV) and 2031 Design Hour Volumes (DHV) shown on Figures 2 – 8, presented later in this memo.

The counts for this analysis, taken in September of 2008, show lower volumes than the counts used for the IAMP analysis. Both sets of counts were influenced by the two motorcoach manufacturing facilities (Monaco & Marathon), which are located off of Coburg Industrial Way. When the IAMP counts were taken, both facilities were in full production with multiple shifts. When the project counts were taken in 2008, both facilities were on a reduced production schedule and employment compared to the IAMP counts. The impacts of the reduced employment is clearly demonstrated by the fewer trips counted on Coburg Industrial Way. Although the recent (2008) counts show lower volumes than the IAMP counts, the IAMP counts, which were taken in 2004 and 2007 at Coburg Industrial Way and Interstate 5 Ramp Terminals respectively, show the traffic generating potential when the existing (industrial) zoning is more utilized.

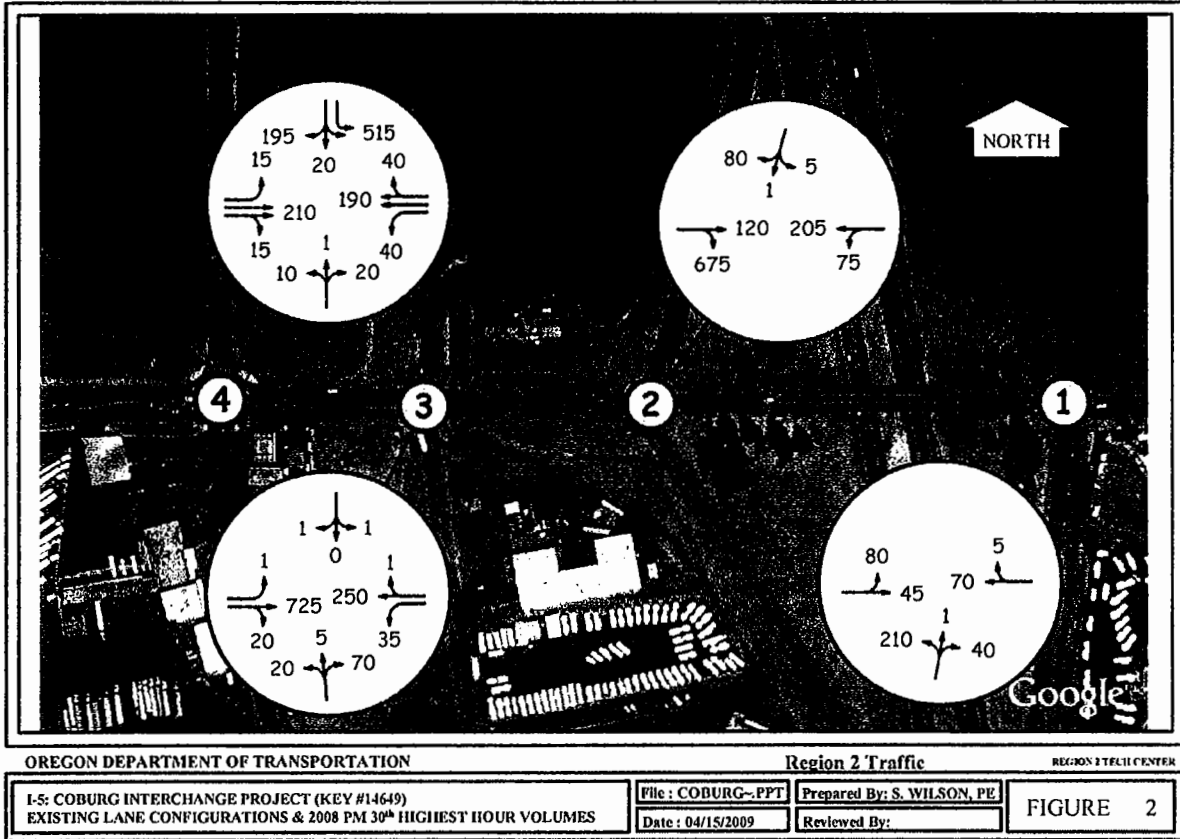
Existing Conditions Analysis

Pearl Street is a five lane section at Coburg Industrial Way. It narrows to two lanes about 500 feet east, at the Roberts Road intersection. The Pearl Street at Coburg Industrial Way signalized intersection is maintained by Lane County. This signal operates with video detection actuation and is not timed in coordination with any other signals. The north leg of this intersection has a left and a left-thru-right lane to serve the industrial area. The south leg is a mixed use driveway approach currently serving a truck stop, a mobile home park, and a service station/convenience store.

The intersection of Pearl Street and Roberts Road is two-way stop controlled. Roberts Road is a two lane facility intersecting Pearl Street from the south with a minor approach slightly offset on the north side (Daray Street on some maps).

The intersection of the I-5 southbound ramp terminals and Pearl Street is also stop controlled. Pearl Street is one lane in each direction at this intersection, while each ramp has a single lane.

Figure 2 shows the existing lane configurations of the study area. There are three other private approaches on Pearl Street between the southbound ramp terminal and west of Coburg Industrial Way.



The analysis of 2008 existing condition volumes shows that one of the study intersections does not meet the mobility standards. However, meeting the mobility standard is not the only issue with these intersections. Queues longer than 300 feet show the highly congested nature of the system. Results are summarized in Table 1.

Table 1 – 2008 Existing Conditions – Capacity & Queuing

Intersection	Mobility			95 th Percentile Queue (feet)		
	V/C	LOS	NB	EB	SB	WB
SB Ramp Terminal	0.17	n/a	n/a	25	185	425
Roberts Road	0.51	E	130	50	15	145
Coburg Industrial Way	0.87	E	50	260	515	175

Black shaded cells indicates that the standard is exceeded and the potential for crashes is highly increased

Field observations of the project area were made in January and March of 2009, during the PM peak hour. Significant driver tendencies affecting existing intersection operations at the Coburg Industrial Way intersection with Pearl Street were witnessed. At Coburg Industrial Way during the PM peak hour, the heaviest movement is southbound to eastbound. It was observed that left-turning traffic only used the inside lane of two left-turn lanes available. In addition, eastbound through traffic on Pearl Street and traffic turning right from the truck stop access, on the south leg of the intersection, were observed to almost exclusively use the inside lane of two eastbound receiving lanes. Traffic remaining in the rightmost eastbound lane was generally destined for Roberts Road. This is due to the lane drop on eastbound Pearl Street, just west of the Roberts Road intersection.

No-Build Alternative

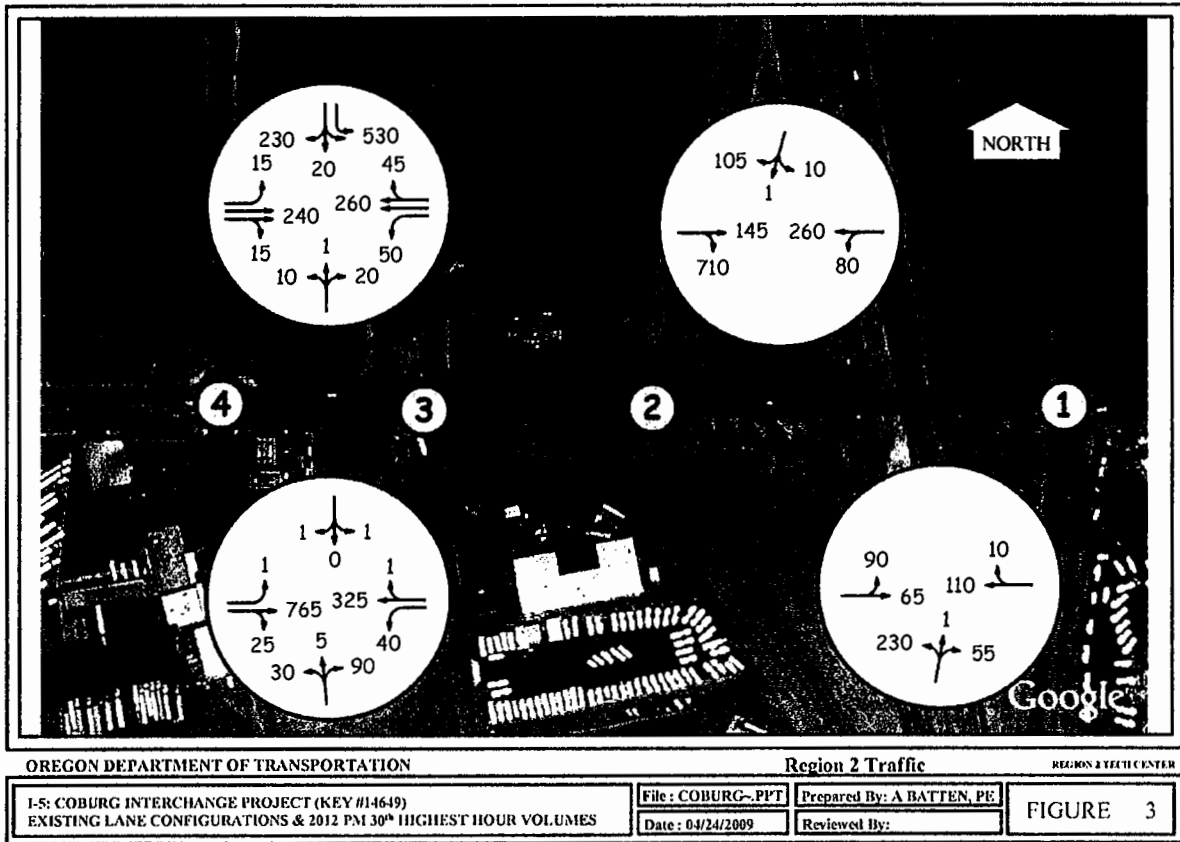
A “No-build” operational analysis was developed for 2012 and 2031 traffic volumes, using the existing lane configurations.

The analysis of 2012 “no-build” condition volumes show mobility conditions worsening and Roberts Road and Coburg Industrial Way both failing the County’s LOS standard (see Figure 3). In addition, the queues lengthen, showing further congestion of the system. Table 2 contains a summary of mobility and queuing for the 2012 “no-build” scenario.

Table 2 – 2012 “No-Build” Alternative – Capacity & Queuing

Intersection	Mobility			95 th Percentile Queue (feet)		
	V/C	LOS	NB	EB	SB	WB
SB Ramp Terminal	0.26	n/a	n/a	20	625	700
Roberts Road	0.82	F	280	35	15	250
Coburg Industrial Way	0.88	E	65	285	575	240

Black shaded cells indicates that the standard is exceeded and the potential crashes is highly increased.



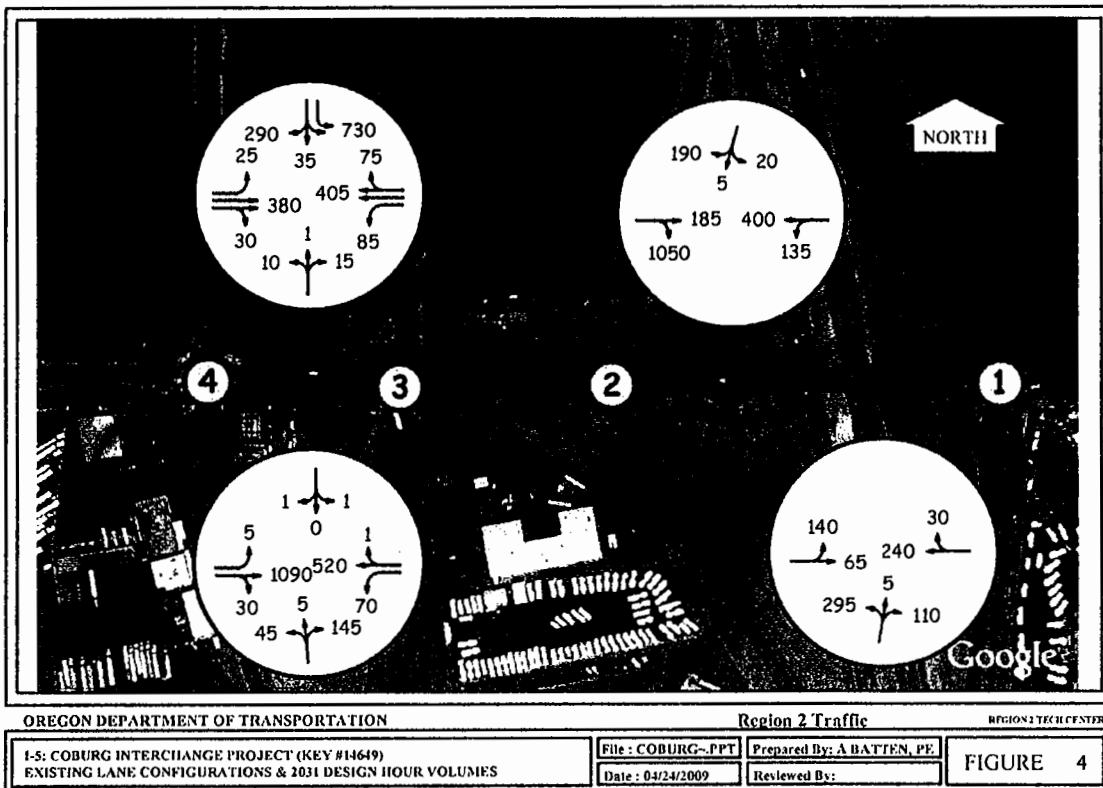
The analysis of 2031 “no-build” scenario volumes shows that all of the intersections fail to meet the mobility standards (see Figure 4). Queuing over 300 feet occurs at all intersections. Table 3 contains a summary of mobility and queuing for the 2031 “no-build” scenario.

Table 3 – 2031 “No-Build” Alternative – Capacity & Queuing

Intersection	Mobility			95 th Percentile Queue (feet)**		
	V/C	LOS	NB	EB	SB	WB
SB Ramp Terminal	0.78	n/a	n/a	25	725	750
Roberts Road	> 2.0	F	1060	160	15	350
Coburg Industrial Way	1.23	F	130	905	960	205

Black shaded cells indicates that the standard is exceeded and the potential crashes is highly increased.

**Due to excessive congestion in the future year study area, queuing from SimTraffic is reported for ½ hour.



BUILD ALTERNATIVE:

I-5 SB Ramp Terminal Signal Warrant Analysis

The IAMP analysis shows that by 2031 a traffic signal is needed at the southbound ramp terminal intersection. This analysis checked whether a signal should be included in this project. To determine whether a location meets a signal warrant, the minor-approach thru and left-turn volumes, in conjunction with the major-approach thru volumes, must meet a threshold, which is specified in the 2003 Manual of Uniform Traffic Control Devices (MUTCD). This threshold must be met within three years from the time the traffic count was taken. As is demonstrated in Figure 5, the 2012 thru and left-turn volumes for the SB off-ramp are relative light in comparison and are not expected to increase over the three years to meet any of the volume requirements. Therefore, a traffic signal is not warranted for the SB ramp terminal intersection, at this time.

Build Alternative Proposal

For this analysis, the "Build" alternative includes the following design features:

Access Management

- Cul-de-Sac the existing Roberts Road connection and realign to the west, opposite of the existing Coburg Industrial Way alignment.

- Establish access control on both sides of Pearl Street between Coburg Industrial Way and the I-5 SB Ramp Terminal that removes all private accesses.

Pearl Street improvements

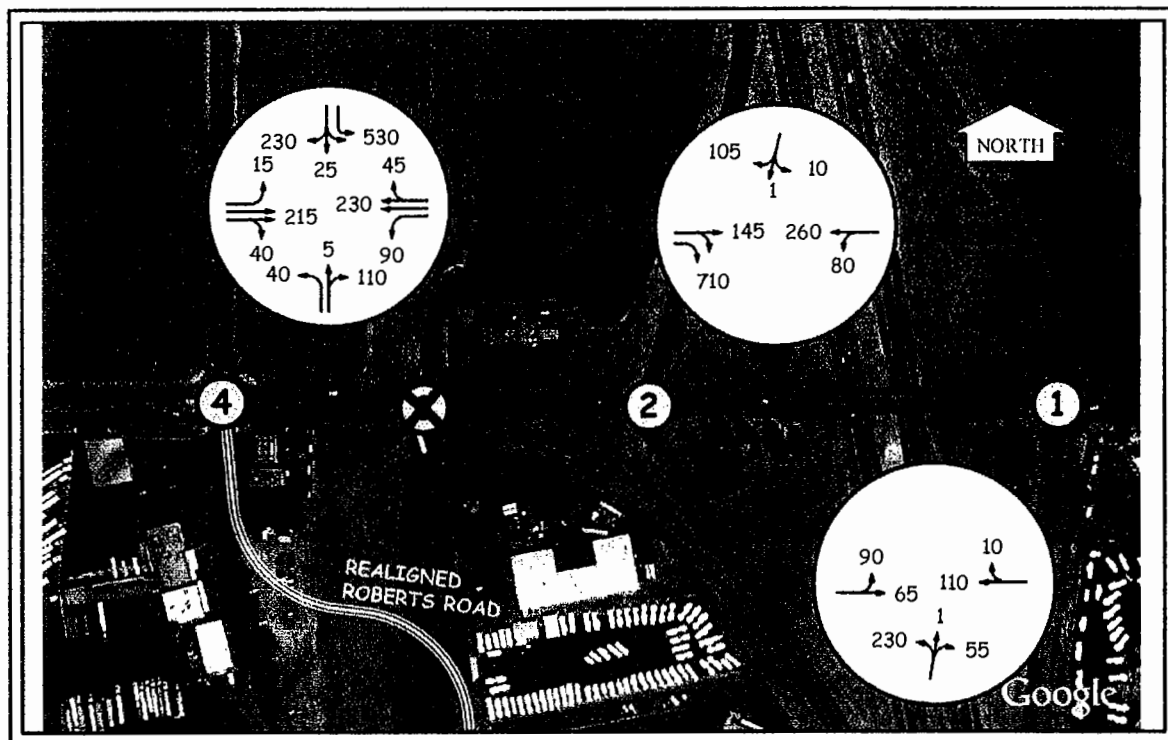
- Provide an additional thru-lane in each direction on Pearl Street, between the new Industrial Way/Roberts Road intersection and the I-5 SB Ramp Terminal.
- Provide curb, gutter, sidewalk and bicycle facilities along Pearl Street.

Coburg Industrial Way/ Roberts Road intersection improvements:

- At Roberts Road (realigned) northbound change the lane configuration from a left-thru-right to an exclusive left, and a thru-right.

I-5 SB Ramp Terminal improvements:

- Modify the eastbound approach to include a thru-right combination lane and an exclusive right turn lane.
- Provide an additional lane for the southbound on-ramp for about 900 feet, to receive the eastbound dual-right to the south.



OREGON DEPARTMENT OF TRANSPORTATION		Region 2 Traffic		REGION 2 TECH CENTER
I-5: COBURG INTERCHANGE PROJECT (KEY #14649) BUILD LANE CONFIGURATIONS & 2012 PM 30* HIGHEST HOUR VOLUMES		File : COBURG--PPT	Prepared By: A BATTEN, PE	FIGURE 5
		Date : 04/24/2009	Reviewed By:	

Build Alternative Analysis

The build alternative selected components to alleviate capacity and queuing problems in the study area. The analysis used 3:30 - 4:30 PM as the design hour.

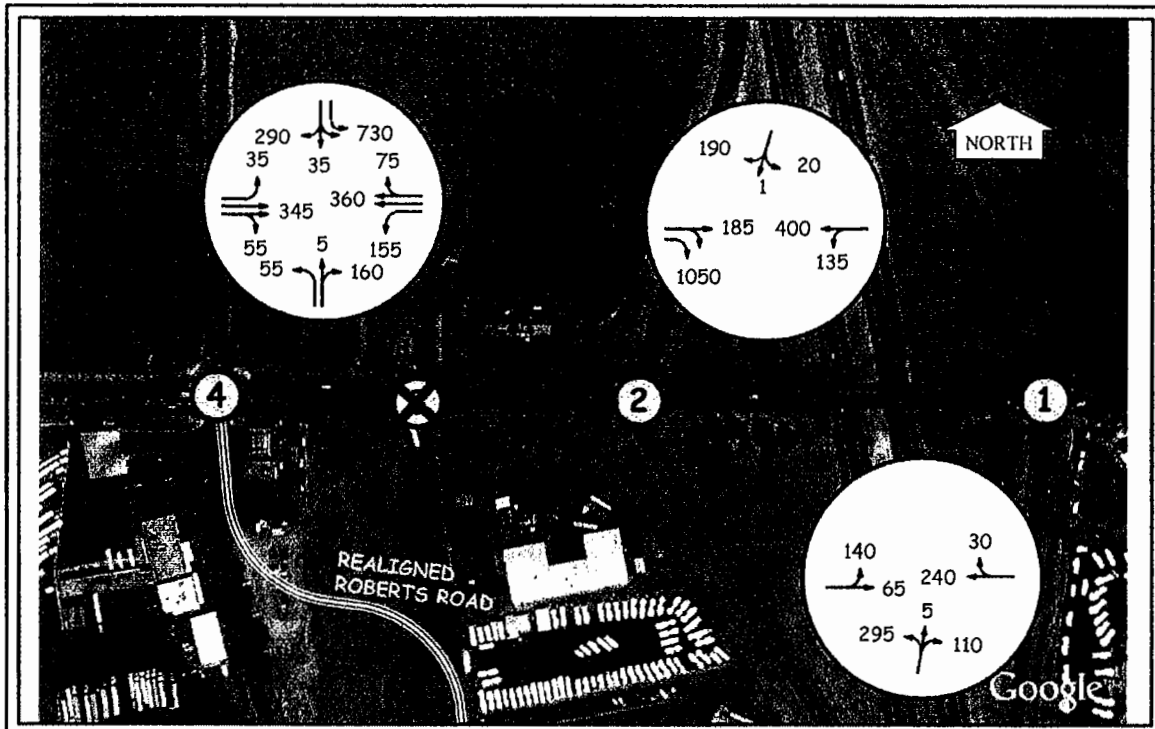
The analysis of 2012 Build Alternative shows that the Coburg Industrial Way intersection does not meet the mobility standards, and queuing on Coburg Industrial Way southbound is becoming a concern. Table 4 summarizes mobility and queuing for 2012 Build scenario.

Table 4 – 2012 “Build” Alternative – Capacity & Queuing**

Intersection	Mobility		95 th Percentile Queue (feet)			
	V/C	LOS	NB	EB	SB	WB
SB Ramp Terminal	0.29	n/a	n/a	25	115	140
Coburg Industrial Way Roberts Road	0.84	E	105	165	320	140

Black shaded cells indicates that the standard is exceeded and the potential crashes is highly increased.

Table 5 summarizes the analysis of 2031 Build Alternative, showing mobility and queuing worsening at both intersections. Figure 6 shows the 2031 volumes for the “build” alternative



OREGON DEPARTMENT OF TRANSPORTATION		Region 2 Traffic		REGION 1 TECH CENTER
1-5: COBURG INTERCHANGE PROJECT (KEY #14649) BUILD LANE CONFIGURATIONS & 2031 PM DESIGN HOUR VOLUMES		File : COBURG--PPT	Prepared By: A BATTEN, PE	FIGURE 6
		Date : 04/24/2009	Reviewed By:	

Table 5 – 2031 “Build” Alternative – Capacity & Queuing

Intersection	Mobility		95 th Percentile Queue (feet)			
	V/C	LOS	NB	EB	SB	WB
SB Ramp Terminal	0.42	n/a	n/a	50	255	300
Coburg Industrial Way/ Roberts Road	1.19	F	155	300	925	260

Black shaded cells indicates that the standard is exceeded and the potential crashes is highly increased.

MITIGATED BUILD ALTERNATIVE

Mitigated Build Alternative Analysis

The “mitigated build” alternative modifies the analysis at Coburg Industrial Way by changing the existing lane configuration from a left and left-thru-right to a dual left turn with a thru-right.

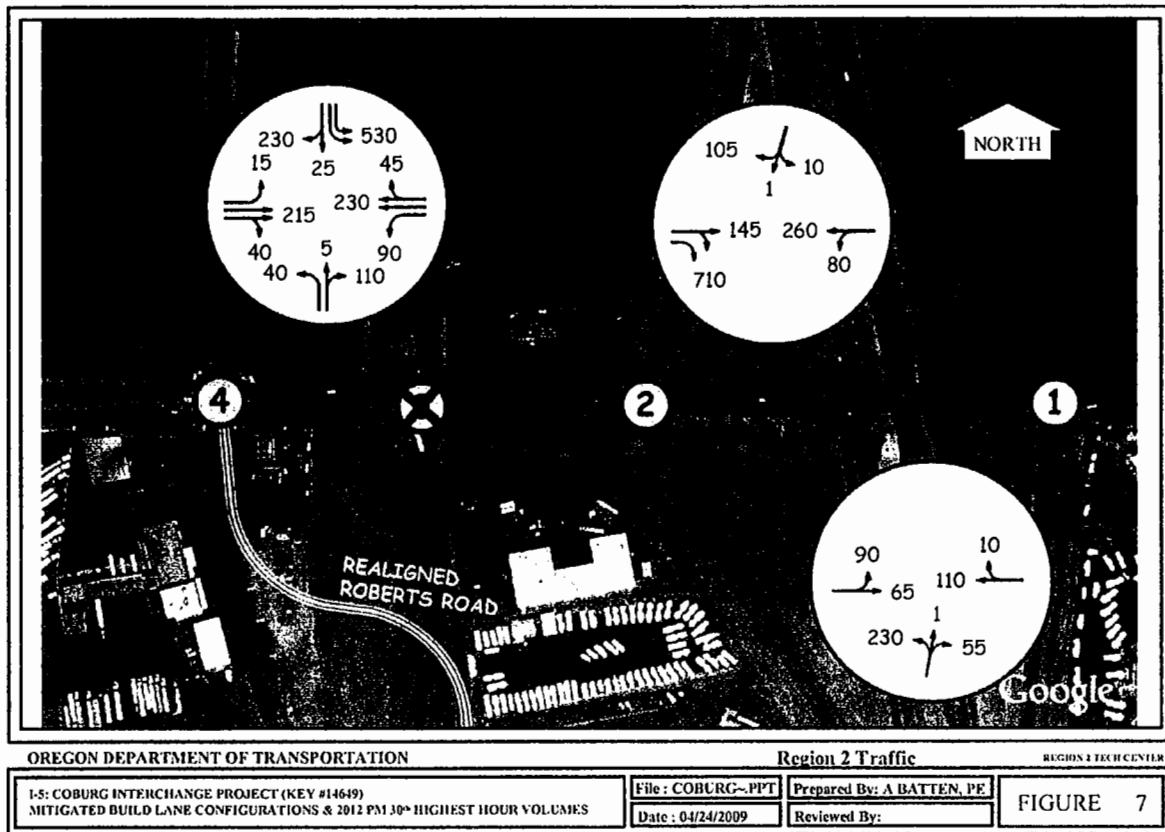
The 2012 and 2031 lane configurations and volumes for the “Mitigated Build” alternative are shown below. The analysis used 3:30 - 4:30 PM as the design hour, but the AM peak hour (6:15 - 7:15) was also for any related capacity or queuing problems occurred.

The analysis of 2012 Build Alternative shows that both of the intersections meet the mobility standards and queuing is not a concern (see Figure 7). Table 6 summarizes analysis for the 2012 Mitigated Build Alternative.

Table 6 – 2012 “Mitigated Build” Alternative – Capacity & Queuing

Intersection	Mobility		95 th Percentile Queue (feet)			
	V/C	LOS	NB	EB	SB	WB
SB Ramp Terminal	0.18	n/a	n/a	30	110	120
Coburg Industrial Way Roberts Road	0.54	B	105	160	180	145

Black shaded cells indicates that the standard is exceeded and the potential crashes is highly increased.

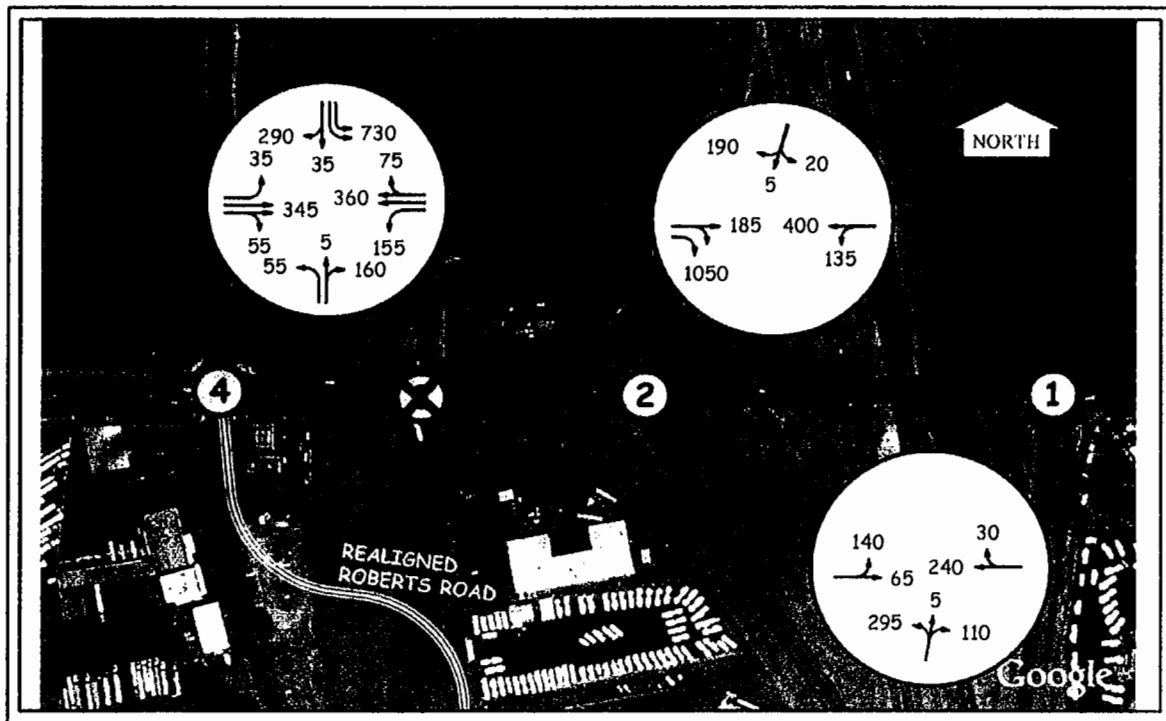


The analysis of 2031 Mitigated Build Alternative (see Figure 8) as summarized in Table 7 shows that both of the intersections meet the mobility standards and queuing over 300 feet is only at the Coburg Industrial Way southbound movement.

Table 7 - Table 4 – 2031 “Mitigated Build” Alternative – Capacity & Queuing

Intersection	Mobility		95 th Percentile Queue (feet)			
	V/C	LOS	NB	EB	SB	WB
SB Ramp Terminal	0.44	n/a	n/a	45	330	270
Coburg Industrial Way Roberts Road	0.78	D	145	270	255	235

Black shaded cells indicates that the standard is exceeded and the potential crashes is highly increased



OREGON DEPARTMENT OF TRANSPORTATION Region 2 Traffic REGION 1 TECH CENTER

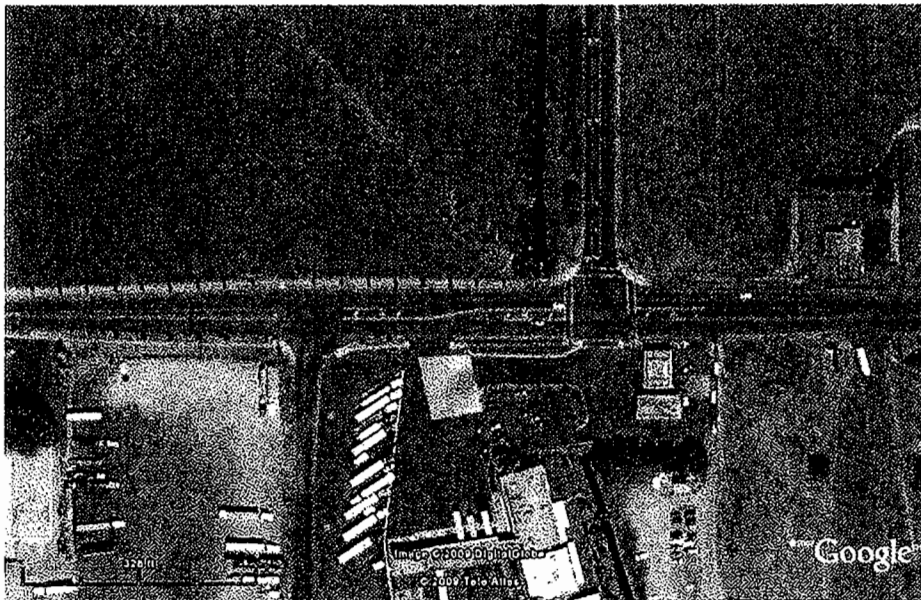
I-5 COBURG INTERCHANGE PROJECT (KEY #14649) MITIGATED BUILD LANE CONFIGURATIONS & 2031 PM DESIGN HOUR VOLUMES	File : COBURG--PPT Date : 04/24/2009	Prepared By: A BATTEN, PE Reviewed By:	FIGURE 8
--	---	---	----------

AM Peak Hour Analysis

During the AM peak from 6:15-7:15, several movements at the Pearl Street and Coburg Industrial Way intersection are heavier than during the PM peak. These movements include the westbound right-turn movement from Pearl Street to Coburg Industrial Way, and the eastbound left-turn movement from Pearl Street to Coburg Industrial Way. Overall though, the traffic in the PM peak hour is heavier than the traffic in the AM peak hour.

The "Mitigated Build" alternative was analyzed using 2012 AM peak volumes to check operations for all study-area intersections. No capacity problems occurred during the AM peak hour. However, there is a potential conflict in the AM peak hour, with the eastbound queue at the reconfigured Roberts Road/Coburg Industrial Way intersection in relation to Stuart Way, a private approach just west of the intersection. The conflict is the back-to-back configuration of the existing left turn lanes for Coburg Industrial Way and Stuart Place (see Figure 9). During the AM peak, the 2012 eastbound left turn queue at the signal is estimated to be 225 feet but the existing storage for that movement is less than 100 feet.

Figure 9 – Coburg Industrial Way/Stuart Way Left Turn Conflict:



If the eastbound left-turn storage at Roberts Road/Coburg Industrial Way were to be lengthened to accommodate the AM peak queue, the reverse taper section would interfere with traffic turning left into or out of Stuart Way. This access has been addressed by the project Access Management sub-team. The proposed Access Management Strategy and the IAMP state this City Street will be vacated and will remain open for access to the Truck and Travel site until redevelopment. Upon site redevelopment of the Truck and Travel site, Stewart Way will be realigned to the west to meet the 1350 foot spacing standard required from the Interchange ramp terminal.

CONCLUSIONS & RECOMMENDATIONS:

Based on the work previously included in the IAMP and based on this analysis this project should close Roberts Road and realign to the south leg of the existing Coburg Industrial Way/Pearl Street intersection. Access along Pearl Street should be closed from Coburg Industrial Way/Roberts Road to I-5 SB ramp terminal.

Pearl Street should be widened to provide a five lane section, including curb, gutter sidewalk, and bicycle facilities, between the I-5 SB ramp terminal and Coburg Industrial Way/Roberts Road intersection. The eastbound and westbound lane configurations should provide an exclusive left turn along side a thru and thru-right combination. No additional right turn lanes are recommended for either Pearl Street or Coburg Industrial Way. Provide minimum left turn storage of 250 feet for westbound storage. Eastbound storage is currently restricted by intersection spacing to the west and cannot be changed more than existing which is less than 100 feet. The Access Management subteam narrative addresses future realignment of Stewart Way to the west. This is consistent with the requested Access Management Deviations presented in the IAMP. The conflict exists

between turning movements at Coburg Industrial Way eastbound and Stuart Way westbound, a private approach to the west of Coburg Industrial Way. Existing available storage is less than 100 feet while AM queuing for year 2012 is 225 ft.

At the reconfigured Coburg Industrial Way/Roberts Road intersection, improvements are made to increase turning radii as well. The southbound lane configuration at this intersection should be modified from left and left-thru-right to a dual left and a thru-right with a minimum of 275 350 feet of dual storage. The realigned Roberts Road connection should be configured with an exclusive left turn lane with a minimum 175 feet of storage and a shared thru-right.

The analysis shows that a traffic signal is not warranted at the I-5 SB ramp terminal. The recommended option is to provide a thru-right combination lane and an exclusive right turn lane on the west leg onto the southbound on-ramp.

Table 8 summarizes the recommended storage bay lengths for the studied intersections.

Table 8 – Recommended Storage Bay Lengths

Intersection	Storage Bay Length (feet)			
	NB	EB	SB	WB
Coburg Industrial Way/Roberts Road	175	225 min ***	275 min	250

***The desired storage length is 225 feet minimum based on the AM peak analysis. However, the existing turn bay is 85 feet and is back-to-back with westbound left turn bay for Stuart Way. As detailed in the IAMP, when the property in the southwest quadrant re-develops, its access needs to be moved to the west to furnish the desired storage length.

All design involving modification to the interchange ramp terminals must be sent to Traffic Roadway Section for approval.

If you have any questions regarding this analysis, please contact me at 541-757-4106 or by e-mail at ann.m.batten@odot.state.or.us.

- Cc:** Chris Bailey, Region 2 Senior Preliminary Engineer
 David Warren, Region 2 Traffic Manager
 Angela Kargel, Region 2 Traffic Engineer
 Craig Black, Region 2 Signal Operations Engineer
 Dani Nelson, Region 2 Signal Designer
 Terry Cole, Region 2 Planner, Special Projects
 Dennis Santos, Region 2 Development Review Coordinator
 Steve Wilson, Region 2 Senior Traffic Analyst
 Jamie Hollenbeak, Region 2 Access Management Project Delivery Coordinator
 David Knitowski, Region2 Access Management Engineer
 Dorothy Upton, TPAU Senior Transportation Analyst
 Gary Obery, Traffic Operations Engineer, Traffic-Roadway Section
 File

I-5 COBURG INTERCHANGE Key 14649
Communications Report
(Revised: January 8, 2008)

Barney & Worth is assisting ODOT with public involvement activities related to the I-5 Coburg Interchange Project (Key 14649). Public involvement activities are scheduled over the course of the project in support of preparing the Plans, Specifications and Estimate (PS&E) construction documents.

Barney & Worth tasks include:

- Task 1.1 Mailings
- Task 1.2 Mailing List
- Task 1.3 Meetings (1.3.1 Public Open Houses)
- Task 1.4 Communication Plan
- Task 1.5 Project Website
- Task 1.6 Documentation Management

The Communications Report documents completed public involvement tasks and is updated at key project delivery points as detailed in the scope of work.

Task 1.1: Mailings

An Open House was held on Oct. 17 and Oct. 18, 2008, at the Coburg City Hall. Following is a summary of mailings and meeting notices for the Open House.

Wednesday, Oct. 8

Flyers mailed to local business (54 addresses).

Thursday, Oct. 9

Postcards sent via Ad-Mail, Inc to area code 57408, routes R002 and R010. This represents 764 homes, 13 apartments, 49 businesses for a total of 826 pieces. (The two routes cover every home/business north of the McKenzie River in the 57408 zip code area).

Friday, Oct. 10

Meeting notice posted on City of Coburg website.

Tuesday, Oct. 14

Flyers mailed to 5 additional local businesses.

Wednesday, Oct. 15

Flyers hand delivered to businesses in the vicinity of the project area, along Industrial Way and Roberts Rd. Notices dropped off at Coburg City Hall.

Wednesday, Oct. 15

Press Release: ODOT to hold meetings in Coburg on Friday and Saturday.

Friday, Oct. 17

An open house announcement posted in the *Register-Guard*.

A Project Update was presented on Oct. 28, 2008, at the City of Coburg's Joint Session between City Council and Planning Commission. Following is a summary of mailings for the Project Update.

Tuesday, Oct. 20 and Wednesday, Oct. 21

Postcard mailed to I-5 Coburg Interchange mailing list. Mailing list includes 224 addresses representing the Oct. 17 & Oct. 18 open house participants, interested parties, impacted property owners, and local businesses.

Wednesday, Oct. 21

Postcards sent via Ad-Mail, Inc to area code 57408, routes R002 and R010 (826 pieces).

⇒ **Materials are in Appendix A – Mailings and Meeting Notices**

Task1.2: Mailing List

Barney & Worth is maintaining the project mailing list database and will update it following each public event or as information becomes available.

As of Oct. 23, 2008, the project mailing list includes 223 addresses representing:

- Impacted property owners
- Local business
- Interested parties
- Oct. 17 & Oct. 18 open house participants

⇒ **The mailing list is in Appendix B – Mailing List**

Task 1.3: Meetings

An Open House was held on Oct. 17 and Oct. 18, 2008 at the Coburg City Hall. There were approximately 20-25 participants on Friday, Oct. 17 and 35-40 participants on Saturday, Oct. 18.

Friday, Oct. 17, 2008, 4 p.m. to 7 p.m. and
Saturday, Oct. 18, 2008, Noon to 3 p.m.
Coburg City Hall
91069 N. Willamette St.
Coburg

A Project Update was presented on Oct. 28 at the City of Coburg's Joint Session between City Council and Planning Commission.

Tuesday, Oct. 28, 2008, 6 p.m. to 8 p.m.
Coburg City Hall
91069 N. Willamette St.
Coburg

⇒ **Sign-in sheet, comment cards, displays, and meeting summaries / comment documentation are in Appendix C – Meetings**

A City Council Meeting was held on November 18, 2008. City staff presented recommendations to City Council on design modifications requested by impacted property owners.

⇒ **Meeting summary is in Appendix C – Meetings**

A City Council Meeting was held on December 9, 2008. City staff presented updated recommendations to City Council on design modifications requested by impacted property owners.

⇒ **Meeting summary is in Appendix C – Meetings**

Task 1.4: Communication Plan

The Communication Plan was adopted at the outset of the project to guide public engagement tasks. The Communications Report will be updated at key project delivery points to document public outreach activities and citizen feedback.

Task 1.6: Project Website

A project website has been created (www.coburginterchange.com) and will be maintained for the duration of the project.

⇒ **A graphic of the website is in Appendix D – Website**

Task 1.7: Documentation Management

Barney & Worth is maintaining and storing all deliverables for the project.

**I-5 COBURG INTERCHANGE Key 14649
Communications Report**

Appendix A – Mailings and Meeting Notices



I-5 Coburg Interchange Project Open House

Friday, Oct. 17 - 4 p.m. to 7 p.m.

or

Saturday, Oct. 18 - Noon to 3 p.m.

**YOU'RE
INVITED!**

Friday, Oct. 17
4 p.m. to 7 p.m.

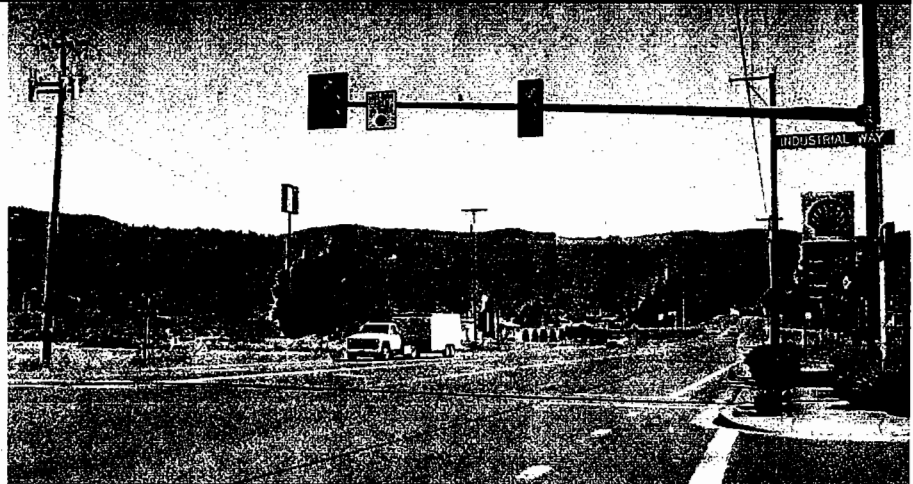
or

Saturday, Oct. 18
Noon to 3 p.m.

Coburg City Hall
91069 N. Willamette St.
Coburg

Food & Beverages

Kid Friendly Activities



GET UPDATED ON THE I-5 COBURG INTERCHANGE PROJECT!

- ✓ What will the interchange look like?
- ✓ What is the project schedule?
- ✓ What environmental features are included?
- ✓ How are construction costs impacting the project?

Questions?

Contact Joe Harwood, Public Information Officer
ODOT Northwest Region

Phone: (541) 726-2442 E-mail: Joseph.D.HARWOOD@odot.state.or.us

I-5 Coburg Interchange Project Open House

Friday, Oct. 17 - 4 p.m. to 7 p.m.

or

Saturday, Oct. 18 - Noon to 3 p.m.

Coburg City Hall

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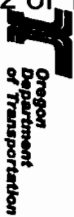


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STAY UPDATED ON THE I-5 COBURG INTERCHANGE PROJECT



STAY UPDATED ON THE I-5 COBURG INTERCHANGE PROJECT

Key # 14649

You are invited to the I-5 Coburg Interchange Project Update.

Stay Updated!

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Stay Updated!

Presented at the City of Coburg's Joint Session between City Council and Planning Commission

✓ Attend the City of Coburg's City Council / Planning Commission Joint Session.

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Tuesday, Oct. 28, 2008 6 p.m. to 8 p.m.
Coburg City Hall
91069 N. Willamette St.
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✓ Visit the I-5 Coburg Interchange Project Website: www.coburginterchange.com
✓ Sign up for the mailing list and submit comments: www.coburginterchange.com

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✓ Attend future project Open Houses.

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Key # 14649

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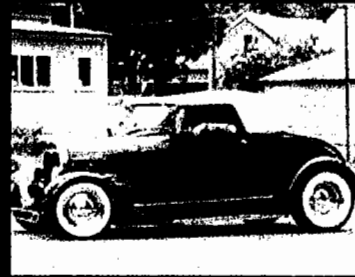
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Announcements

ODOT Open House

Open House for I-5 Interchange Friday the 17th 4 to 7pm and Saturday the 18th Noon to 3pm at the Coburg City Hall.

KLCC Radio Broadcast about Downtown Coburg

This broadcast is one in a special issues series about local downtown profiles. The focus of this special issues is downtown Coburg.

[Listen Here](#)

Our Town Newsletter for May/June 2008

[click here](#)

City of Coburg, Oregon

PO Box 8316 Coburg, OR 97408 Phone: (541) 682-7850 Fax: (541) 485-0655

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From: HARWOOD Joseph D [Joseph.D.HARWOOD@odot.state.or.us]
Sent: Wednesday, October 15, 2008 3:54 PM
To: STICH Candice A; Libby Barg
Subject: ODOT to hold meetings in Coburg on Friday and Saturday

Oct. 15, 2008
10-242-R2

For more information: Joe Harwood (541) 726-2442

Open house meetings to be held Friday and Saturday to update citizens on the I-5 Coburg Interchange project

SPRINGFIELD – The Oregon Department of Transportation will hold open house events on Friday and Saturday to update citizens on plans to improve the Interstate 5 Coburg Interchange.

The Friday open house will run from 4 p.m. to 7 p.m., and the Saturday event will go from noon to 3 p.m. Both sessions will be held at Coburg City Hall, 91069 N. Willamette St.

The informal drop-in meetings on Friday and Saturday will include illustrations of what the new interchange will look like, an update on the project schedule, and a briefing on how construction costs are impacting the project. ODOT staff will be on hand to answer any questions and collect comments.

The multi-phase project will realign ramps, signalize the I-5 southbound ramp terminal intersection, realign Roberts Road to improve intersection spacing standards, and ultimately replace the structure over the freeway.

The events are free and open to the public.

ODOT

644 A St. Springfield OR 97477

From: HARWOOD Joseph D [Joseph.D.HARWOOD@odot.state.or.us]
Sent: Friday, October 17, 2008 8:37 AM
To: STICH Candice A; Libby Barg
Subject: Open house announcement

Register-Guard, Oct. 17, 2008:

ODOT to hold open house on I-5 Coburg interchange

COBURG — The Oregon Department of Transportation will hold open house events today and Saturday with updates on plans to improve the Interstate 5 interchange at Coburg.

Both sessions will be held at Coburg City Hall, 91069 N. Willamette St., and will focus on the new interchange's appearance, construction costs and schedule. Today's open house will run from 4 p.m. to 7 p.m., and the Saturday event will go from noon to 3 p.m. ODOT staff members will be on hand to answer questions and collect comments.

<http://www.registerguard.com/csp/cms/sites/web/news/468404-35/story.csp>

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97407 ALLEGANY

POST OFFICE BOXES = 87 - RESIDENTIAL = 64, BUSINESSES = 23

97408 EUGENE

ROUTE	HOUSES	APTS	SUB TOTAL	BUS	TOTAL	AUG 08	JUL 08	JUN 08
C006	270	302	572	44	616	619	621	621
C017	195	229	424	12	436	436	405	409
C019	239	252	491	51	542	545	547	547
C033	500	0	500	2	502	503	509	505
C038	596	0	596	3	599	595	591	598
C067	409	185	594	17	611	608	603	610
C069	643	1	644	2	646	646	646	651
R002	427	0	427	7	434	432	431	429
R010	337	13	350	42	392	391	391	391
TOTALS	3,616	982	4,598	180	4,778	4,775	4,744	4,761

POST OFFICE BOXES = 389 - RESIDENTIAL = 274, BUSINESSES = 115

97409 ALVADORE

POST OFFICE BOXES = 183

97410 AZALEA

ROUTE	HOUSES	APTS	SUB TOTAL	BUS	TOTAL	AUG 08	JUL 08	JUN 08
H057	225	10	235	2	237	237	238	238
TOTALS	225	10	235	2	237	237	238	238

POST OFFICE BOXES = 180 - RESIDENTIAL = 156, BUSINESSES = 24

97411 BANDON

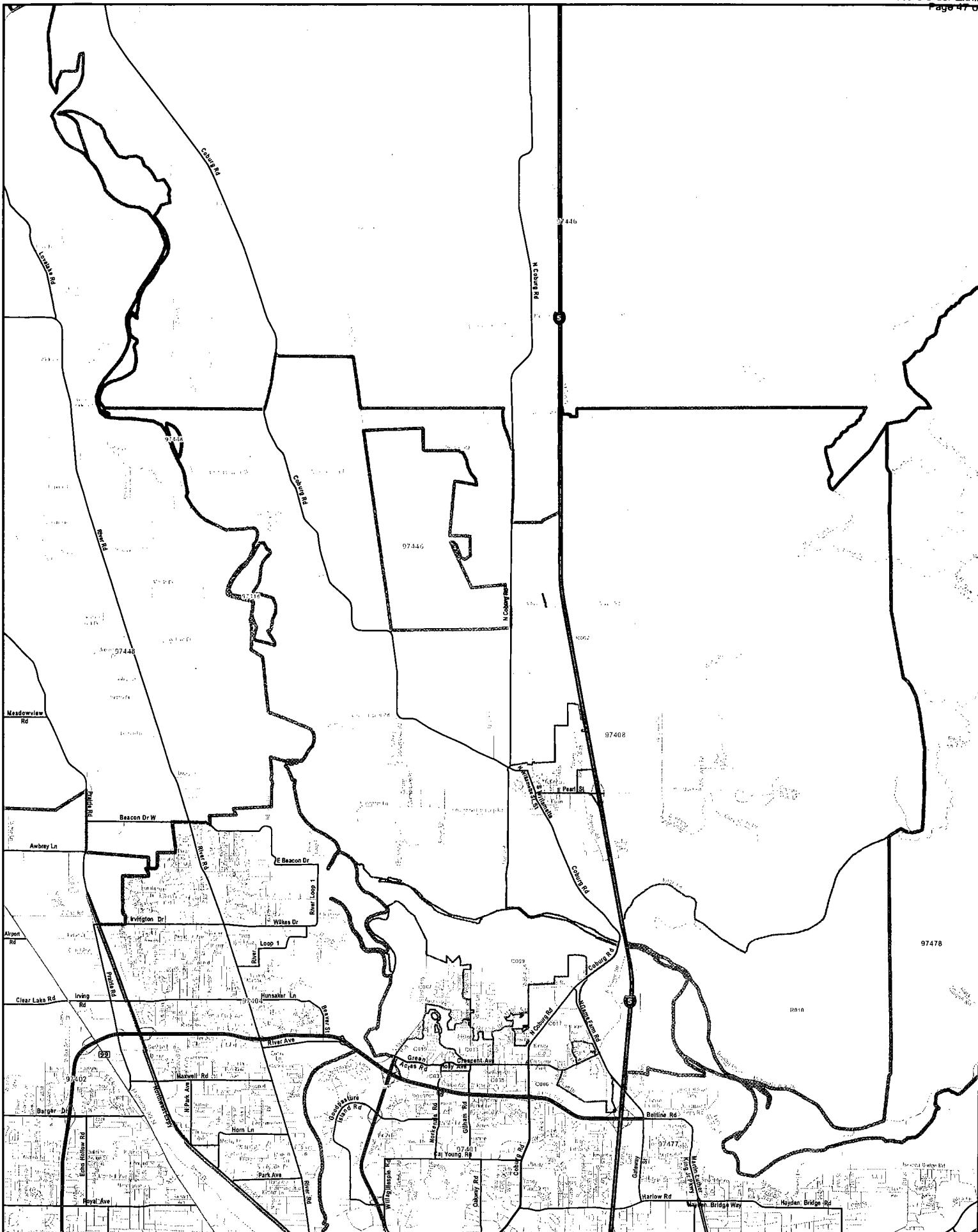
ROUTE	HOUSES	APTS	SUB TOTAL	BUS	TOTAL	AUG 08	JUL 08	JUN 08
R001	500	27	527	16	543	543	545	545
R002	484	4	488	4	492	496	496	495
R003	514	100	614	36	650	638	629	624
R004	517	87	604	42	646	646	646	641
R005	96	77	173	68	241	240	237	237
TOTALS	2,111	295	2,406	166	2,572	2,563	2,553	2,542

POST OFFICE BOXES = 1,706 - RESIDENTIAL = 1,548, BUSINESSES = 158

97412 BLACHLY

ROUTE	HOUSES	APTS	SUB TOTAL	BUS	TOTAL	AUG 08	JUL 08	JUN 08
H071	165	2	167	1	168	167	167	171
TOTALS	165	2	167	1	168	167	167	171

POST OFFICE BOXES = 77 - RESIDENTIAL = 54, BUSINESSES = 23



ZIP Code
e.g. 97408

Carrier Route
e.g. CR51

Street
e.g. Elm St

Carrier Routes
ZIP: 97408
State: OR

Maponics
(800) 762-5158
www.maponics.com

**I-5 COBURG INTERCHANGE Key 14649
Communications Report**

Appendix B – Mailing List

**I-5 COBURG INTERCHANGE Key 14649
Communications Report**

Appendix C – Meetings

I-5 Coburg Interchange – Public Open House 10/17/2008

PARTICIPANT COMMENTS

20-25 Participants

When will this project be built?

Anticipated 2011/2012 construction

How much right-of-way will ODOT buy? (Where? When?)

It is anticipated ODOT will purchase right of way to accommodate design elements; along Pearl Street, Van Duyn Street, Coburg Industrial Way and for the re-alignment of Roberts Road.

Will I-5 access be closed or restricted during construction?

No

What is a water quality facility?

Water quality facilities are large, shallow depressions or swales containing various plants selected for their ability to absorb pollutants from roadway runoff. Some water quality facilities encourage infiltration of collected water back into the water table; others store the water for cleansing by plants, before passing water onto natural streams or other receiving waters. Water quality facilities will be developed to treat runoff from the pavement in the project area (locations to be determined).

Where will the bicycle/pedestrian facilities be located?

There will be roadway shoulders and sidewalks along Pearl Street and shoulders and a multi-modal loop facility (w side) on Coburg Industrial Way S.

What are the details of the current design? Is this design final? (It varies a lot from an earlier design.) If not, which features might change?

This design is the result of many years of input from the City of Coburg, Lane County and impacted property owners. In order to proceed to the next phase of design, the design footprint has been finalized.

Due to changes in state and federal regulations on treatment requirements for stormwater runoff, water quality facilities may have some design changes that impacts project right of way needs. Studies and design work completed by the end of 2008 will determine the actual impact of the new regulatory requirements.

How can I stay involved?

Continue to check back on the project website or join the mailing list.

<http://www.coburginterchange.com/>

Why hasn't ODOT or CH2M staff working on IAMP contacted affected property owners?

The IAMP will be presented to the local community by ODOT and the City of Coburg Public within the next couple of months. The community will be notified of public review opportunities.

How will access management be handled east of I-5? Along the north side of Van Duyn Road? Along E. Pearl Street west of the project area?

ODOT's long term access management plan is to obtain access control along Van Duyn to Herford Rd and along Pearl Street to the beginning of the residential neighborhood. It is anticipated accesses will be managed by ODOT.

The new bridge should be built in the first phase.

There are not enough project funds to construct the bridge and all the subsequent work required to make the bridge operational. The first phase – local improvements – is able to be delivered within the project funding and can benefit the community mobility and safety in the interim until the bridge construction occurs.

The project as currently proposed won't solve the congestion problem.

Immediate benefits to congestion in early and late peak hours have been identified by roadway designers.

Who will be involved in the project for the City of Coburg?

The City of Coburg Planning has been involved in the Project Delivery Team since project kick-off. In 2008, ODOT began coordinating with the Coburg Wastewater Team.

Keep industrial truck traffic out of the residential neighborhood!

Keeping industrial truck traffic out of the residential neighborhood is a City of Coburg issue. ODOT does not manage residential neighborhood streets.

Left turn lane from westbound Pearl Street to Industrial Way South: timing needs to accommodate slow truck movement.

Signal timing can be adjusted if it results in an operational or safety problem.

I-5 Coburg Interchange – Public Open House 10/18/2008

PARTICIPANT COMMENTS

35-40 Participants

How will stormwater be handled? (Area south of Pearl Street has some low areas.)

Water quality facilities will be developed to treat runoff from road surfaces in the project area (locations to be determined). The facilities will not treat water from pavement on abutting private properties as that is not a valid use of public road funds.

Where will accesses be located off Industrial Way S.?

It is anticipated accesses will be at a spacing of 400' from the intersection of Pearl Street. Current accesses just south of Pearl St will remain until redevelopment of the Truck-n-Travel facility.

Problem: truck traffic comes down residential streets – E. Delaney Street and Willamette Street – to access truck stop.

Keeping industrial truck traffic out of the residential neighborhood is a City of Coburg issue. ODOT does not manage residential neighborhood streets.

Trucks exiting Southbound I-5 coming onto Pearl Street (one lane) get into eastbound lane to turn west on Pearl.

The long range bridge reconstruction project will resolve this turning conflict.

Streamline access management east of I-5, with a new frontage road that parallels the northbound off-ramp.

A frontage road is being created 1320' from the ramp down Van Duyn Road.

Who is responsible for naming Industrial Way? Can it be renamed?

Name of the street is coordinated through the City of Coburg Planning and City Council.

What can be done to reduce truck traffic cutting through residential neighborhood south of Pearl?

Reducing truck traffic out of the residential neighborhood is a City of Coburg issue. ODOT does not manage residential neighborhood streets.

Access to fuel station on Van Duyn Road will be impacted negatively.

Traffic to the fuel station will be serviced through the proposed frontage road.

New access road will cause problems with traffic on Van Duyn Road due to current speeds of cars traveling along the road. Trucks need a wider entrance to the access road.

The radius of the proposed frontage road will be designed to accommodate Interstate traffic loads.

If you have to push all trucks and RVs into the planned access road, they will be backed up. Need another lane.

The design team has considered this and believes the length of the access road is acceptable to accommodate the RV traffic as well as current business traffic.

New access road on Van Duyn Road impacts rural environment too much. Preserve Coburg Hills / rural character.

This issue should be discussed at the upcoming IAMP public review session and discussed with the City of Coburg Planning and City Council.

Widen current road to RV park instead of taking access road all the way to the drainage ditch.

The access spacing is a standard spacing distance from the interchange ramps. The RV park access is a private access and is short of that spacing distance.

I knew someone who was killed at the Roberts Road intersection – very dangerous!

Tell Us What You Think! Feedback Forms

The aerial photo should be updated – it's very old. This photo is from 2006. We do not believe it would be a good use of project funds to authorize another flight in order to obtain a more recent photograph.

Why hasn't IAMP staff contacted area property owners? The Interchange Area Management Plan Team should be sending notification to the community in the next 2 months for public review of the document.

Can we borrow display boards for November 19 Planning Commission meeting? I believe this was provided for the October 28th joint planning and council meeting. If another time is needed please coordinate with Libby Barg with Barney and Worth, outreach consultants to the ODOT I-5 @ Coburg Interchange Project

Making progress!

1. Omit public sidewalk along cul-de-sac at end of Roberts Road – keep pedestrian out of way of trucks backing into GCR facility
2. Need sidewalks along Industrial Way N. (north of Pearl Street)
3. Need sidewalk along east side of Industrial Way S., the area to east of Industrial Way. South is retail/commercial – pedestrians will visit this retail – need cross-walks where they cross street; cross-walks and sidewalks to keep from walking in street.
4. How is City's wastewater-sewer construction being coordinated with ODOT's construction schedule?

Need info on IAMP (proposed) issues: what's included and draft plan and documents being considered for adoption by City of Coburg.

**I-5 Coburg Interchange Project (Key #14649)
City of Coburg City Council and Planning Commission Joint Session
Draft Meeting Notes**

I-5 Coburg Interchange Project Update

City of Coburg City Council and Planning Commission Joint Session

October 28, 2008

6 p.m. to 8 p.m.

Coburg City Hall

91069 N. Willamette St., Coburg

Summary

The City of Coburg will request cost estimates from ODOT for the following changes in the I-5 Coburg Interchange Project (Key #14649)

1. Adding sidewalks and bike lanes to the east side of S. Industrial Way from the Industrial Way / Pearl Street intersection south to Roberts Road.
2. Removing the sidewalk from the cul-de-sac at the very north end of Roberts Road.

The City of Coburg will also request ODOT to:

3. Investigate if the project will affect existing street trees along the north side of Pearl Street west of Industrial Way.

The City of Coburg's City Council and Planning Commission will consider these three issues at their respective November meetings and inform ODOT of their decisions. This action will complete the public input process from the City of Coburg with respect to the I-5 Coburg Interchange Project (Key #14649) except for ongoing input from utilities managers involved in the project design team.

- City Council Meeting: Nov. 14, 2008
- Planning Commission Meeting: Nov. 18, 2008

Public Testimony

John Anderson, Truck & Travel owner.

The City has asked ODOT to exclude sidewalks on the east side of S. Industrial Way and Pearl Street, all the way south to Roberts Road. We would like the City to reconsider.

- The City has park plans for that area that would increase pedestrian and bike travel on S. Industrial Way, on both sides of the street.
- Future development of the area (including retail development) will be vehicle and pedestrian friendly, and people may want to walk across S.

Industrial Way to get to the restaurant on the west side of the street. Without sidewalks, this will make it hard for people to safely access businesses.

- It will not be safe for pedestrians and bicyclists. City should ask for bike lane and sidewalk on east side of S. Industrial Way from the intersection of Pearl Street south to Roberts Road intersection.

Jim Anderson said his comments were the same as John Anderson.

I-5 Coburg Interchange (Key 14649) Presentation

Candice Stich, Oregon Department of Transportation (ODOT) gave a presentation to attendees on the overall project – ODOT's plan for both west and east side of I-5 – and discussed specific improvements to the Industrial Way intersection and the southbound on-ramp from Pearl Street to the I-5 interstate. Candice also gave meeting participants an overview of project history – from project conception to present. She reported that construction could begin by 2011 or 2012.

Questions and Comments from City Councilors and Planning Commissioners

Councilor Mike Watson: What is the purpose of the cul-de-sac? Why would you need that?

Candice Stich, ODOT: You need the cul-de-sac as a turnaround for emergency vehicles.

Councilor Jerry Behney: Have you been working with the City's utilities managers?

Candice Stich, ODOT: Yes, we have been working with the City. City and County representatives are on the project team. ODOT has received conceptual utility plans from the City.

Commissioner Patricia McConnell: What will happen to the European Hornbeam (*Carpinus betulus*) that are located west of Industrial Way?

Candice Stich, ODOT: We will have to see what will be impacted – probably won't impact those particular trees, but if we do, we can plant new trees to replace any that would need to be removed.

Petra Schuetz, City of Coburg: The City and County have street tree standards that will need to be followed for this project.

Councilor John Fox: When will the bridge be raised?

Candice Stich, ODOT: The bridge will be rebuilt when there are federal funds available.

Mayor Judy Volta: What is the public involvement plan? When do you stop taking public comment?

Candice Stich, ODOT: We are working on design acceptance now and taking public comment. We need to get to design acceptance so we can do the last major design phase. By December 2008, we should have accurate costs and schedule. In January, the design would be reviewed by ODOT, the County and the City. In the spring, we would come back to the community to share the completed plans and report on the bidding and construction timeline.

Also, this project is in-line with plans detailed in the Transportation System Plan and the Interchange Area Master Plan, which has gone through thorough public outreach and involvement.

Councilor Jerry Behney: Will adding a sidewalk on the east side of S. Industrial Way be discussed by ODOT?

Candice Stich, ODOT: ODOT would need a formal request from the City to develop a cost estimate for adding a sidewalk and bike lanes to the east side of S. Industrial Way. It would add approximately 12-feet to the lane and the impact of those cost to the rest of the project would need to be analyzed.

Petra Schuetz, City of Coburg: Sidewalks and striped bike paths are the ODOT standard. We were able to do a variance on it because it is a local street. Many people thought it was too much take of private property to have sidewalks and bike paths on both sides of S. Industrial Way. The compromise was removing them from the east side. It would be great to have sidewalks and bike paths on both sides of the street, but it has impacts on the project.

Councilor Jerry Behney: Could we ask a future developer to add them when the site is redeveloped?

Petra Schuetz, City of Coburg: Yes, but we have a partner – ODOT – here now that can provide the infrastructure.

Mayor Judy Volta: How long can we keep providing input on this project?

Candice Stich, ODOT: You can keep providing it but it results in scope creep and affects the overall project schedule.

Commissioner Cathy Engebretson: Will there be a sidewalk on the east side of Industrial Way?

Petra Schuetz, City of Coburg: No. There are plans to have a sidewalk on the west side of Industrial Way, but not on the east side.

Candice Stich, ODOT: There will be sidewalks on Pearl St. (north and south), around Industrial Way intersection and a multi-modal loop system on west side of S. Industrial Way.

Councilor Mike Watson: What about access to property going east and west from S. Industrial and Roberts Rd?

Candice Stich, ODOT: That would be worked out at a later date and it would need to meet access standards so that there would be no impact to the Pearl Street and Industrial Way intersection.

Petra Schuetz, City of Coburg: We also have a request from a business owner on Roberts Road to not put in sidewalks on the cul-de-sac. We could decide to not install sidewalks now and put in a condition for future development that sidewalk be installed.

Mayor Judy Volta: We will make it a topic at both the Planning Commission and City Council meeting November meetings. That gives us thirty days to clarify issues. We need dollar costs so we can make a decision in November.

Candice Stich, ODOT: Redesign extends the design time. The City of Coburg needs to ask ODOT for a cost estimate to:

- 1. Add sidewalks and bike lanes to the east side of S. Industrial Way from the Industrial Way and Pearl Street intersection south to Roberts Road.*
- 2. Remove the sidewalk from the cul-de-sac at the very north end of Roberts Road.*
- 3. The City of Coburg should also ask ODOT to investigate possible project impacts to street trees located north of Pearl Street, west of Industrial Way.*

Questions from Public

Will the new bridge over I-5 have bike and pedestrian paths?

Candice Stich, ODOT: Yes, when the new bridge is built it is likely to have 4 lanes with bike and pedestrian features.

On the aerial photograph, there is something located on the north side of Van Duyn Rd just east of I-5. What is that?

Candice Stich, ODOT: Stored vehicles.

Will there be any beautification project included?

Candice Stich, ODOT: No, beautification projects are not part of the scope, but we will put current features back if we impact them. One enhancement is a 4-foot planter strip on the west side of S. Industrial Way.

What is happening on the east side of I-5?

Candice Stich, ODOT: Access control and an access road. There will be no sidewalks along Van Duyn Rd.

We have heard up to 20-years for the bridge project to be completed. Can't ODOT just buy the right-of-way they need now and leave the road alignment alone until the bridge is built?

Candice Stich, ODOT: The traffic and mobility improvements are an independent utility. The improvements need to happen regardless of the bridge being built. State standards dictate an appropriate distance for access from ramps – in order to not impact travel on I-5. On the west side, these improvements will improve safety and mobility for the community.

This design has been out for two weeks, and not discussed with adjacent property owners. It should be thrown back to ODOT.

Candice Stich, ODOT: We have had 4 or 5 meetings with impacted property owners during development of the plan we are sharing tonight.

I am a property owner on Van Duyn Rd and I was just notified about this project. ODOT is not communicating with the community.

Candice Stich, ODOT: We have met with property owners during the development of the plan we are sharing tonight. I am sorry you were not noticed for the open house earlier, but we noticed this meeting so you would have a chance to comment on the plan. We also have a project website, www.coburginterchange.com, where you can submit comments or sign up for our mailing list.

**I-5 Coburg Interchange Project (Key #14649)
Coburg City Council Meeting – November 18, 2008
Draft Meeting Notes**

City of Coburg City Council Meeting
November 18, 2008
7 p.m.
Coburg City Hall
91069 N. Willamette St., Coburg

Summary

City staff asked the Council to provide recommendations on the following requests to ODOT from impacted property owners on the I-5 Coburg Interchange Project (Key #14649).

1. Adding sidewalks to the east side of S. Industrial Way from the Industrial Way / Pearl Street intersection south to Roberts Road.
2. Removing the sidewalk from the east side of the cul-de-sac located at the very north end of Roberts Road, shifting the alignment of the cul-de-sac, and providing additional access to GCR tires.

Coburg City Council considered the requests and made the following decisions.

1. Requested ODOT and City staff work with impacted property owners on their request to add sidewalks to the east side of S. Industrial Way from the Industrial Way / Pearl Street intersection south to Roberts Road. Asked City staff to come back to City Council on December 6, 2008 with a recommendation.
2. Approved recommending removing the sidewalk from the east side of the cul-de-sac located at the very north end of Roberts Road.
3. Did not approve recommending shifting the alignment of the Roberts Road cul-de-sac and providing additional access to GCR tires.

Public Testimony

Larry Reed, representing GCR Tires:

Larry said that his client was in support of the interchange improvements as it provided safety improvements for GCR Tires employees by eliminating the need to turn left onto Roberts St from Peal St, which is dangerous.

He said he was not sure of what role the City has with ODOT on the interchange design, but thought the Council could be helpful. GCR's request to ODOT eliminates public sidewalks on the east side of the cul-de-sac located at the very

north end of Roberts Road. This would remove pedestrians from a place that has a high volume of large truck traffic. The second request was to move the cul-de-sac southwest, which avoids having to purchase as much GRC property and allows for a second driveway into the GRC property. He said his client understood that they would need to get a permit from the City to put in a second driveway.

Jim Lockard, citizen:

Jim said he was a member of a previous Transportation Advisory Committee and he was concerned about keeping big trucks out of the residential area. He said the Committee had presented 6 or 7 plans to ODOT a few years ago and all of them had been vetoed. He asked the City Council to reconvene the Transportation Advisory Committee and relook at the IAMP. Also, he wanted an open hearing before the IAMP was approved.

John Anderson, Truck & Travel owner

John was concerned about pedestrian safety if sidewalks were excluded on the east side of S. Industrial Way and Pearl Street, all the way south to Roberts Road. He contended that the current plan as proposed by City Planning was not safe. He reported that City staff had not made contact with him since the last time he was at the City Council and said he had safety concerns. He reported that he had worked out accesses issues with ODOT. He requested that City Council direct City staff to talk with him about the sidewalk issue.

IAMP Update

Terry Cole, ODOT project manager, gave a brief update to City Council on the IAMP project. He reported that last spring ODOT began a process to update the draft IAMP to better reflect current expectations and timing considerations. That process was completed in September 2008 and the technical advisory team had been reviewing the updated document since then. Terry said that the draft document should be available for review by the public the first week in December.

Next steps include the initiation of the 45-day public notice for local adoption, adoption by Coburg Planning Commission and Coburg City Council, then approval by the Oregon Transportation Commission. Formal adoption of the IAMP is expected in January 2009. Terry said there would be an Open House scheduled in December 2008 to take comment from the public.

Terry discussed the issue of timing between the development of the IAMP and City of Coburg's Comprehensive Plan update. The IAMP needs to be consistent with the legally adopted Comprehensive Plan, which in Coburg's case is being updated. The soon to be adopted IAMP was developed to be consistent with Coburg's existing Comprehensive Plan but also fits the needs of the soon to be updated Comprehensive Plan.

City Planning Report

Petra Schuetz, City of Coburg, asked Council to provide recommendations to ODOT on the following requests from impacted property owners on the I-5 Coburg Interchange Project (Key #14649).

1. Adding sidewalks and bike lanes to the east side of S. Industrial Way from the Industrial Way / Pearl Street intersection south to Roberts Road.
2. Removing the sidewalk from the east side of the cul-de-sac located at the very north end of Roberts Road, shifting the alignment of the cul-de-sac, and providing additional access to GCR tires.

She explained that both of these streets would become City streets after construction. She gave a brief overview of City street standards.

S. Industrial Way Discussion

Petra recommended that the City Council consider the financial impact of additional ROW purchase if sidewalks were added to the east side of S. Industrial Way from the Industrial Way / Pearl Street intersection south to Roberts Road, even though sidewalks are a standard design for City of Coburg streets. She said that a sidewalk could be added when the site was redeveloped and the cost of the sidewalk would be on the developer.

Councilor Mike Watson asked if adding sidewalks on S. Industrial Way would be a cost increase, while removing sidewalks on Roberts Rd a cost decrease.

Candice Stich, ODOT, said the changes on Roberts Rd would not be much of a cost savings. The cost shift could be minimal but ODOT did not have the cost figures yet.

Councilor Jerry Behney asked what was the definition of the term "shoulder".

Terry Cole, ODOT explained what a shoulder was. Larry Reed, representing GCR Tires, said it would be nice to have a cross-section. Larry also described what "shy distance" was. Candice Stich, ODOT, described the proposed cross-section.

Councilor John Fox asked if City Council needed to act on the recommendation now.

City Councilors and staff discussed the potential impact of adding a sidewalk.

Jim Anderson requested that the City Council not make a decision until they had plans to review, instead of trying to make a decision based on a conception of what the road would look like. Jim Anderson said he would like to meet with City staff and ODOT to look at actual plans.

Mayor Volta asked Candice Stich what the impact of delay would be.

Candice Stich, ODOT, said they could give the impacted property owners a cross-section and come back at the next City Council meeting.

Councilor Mike Watson thought it would be okay to wait because the property owners needed more information, but he only wanted to delay until December 6, 2008.

Councilor Bill Judd said he would like to see the cross-section when it was available.

City Council voted to postpone a recommendation on the Industrial Way sidewalk issue until the December 6, 2008 City Council meeting.

Petra Schuetz asked if the Roberts Rd. cul-de-sac question should also be postponed until the next meeting. City Council decided that it did not need to be postponed.

Roberts Rd. Cul-de-sac Discussion

Petra asked that the City Council to recommend to ODOT no changes to the existing design.

Councilor John Fox made a formal recommendation to go forward with the current design. The motion died for lack of second. Councilor Mike Watson made a formal recommendation to keep current design but without sidewalks on the east side of the cul-de-sac. Motion was seconded and City Council voted in favor of the recommendation.

**I-5 Coburg Interchange Project (Key #14649)
Coburg City Council Meeting – December 9, 2008
Draft Meeting Notes**

City of Coburg City Council Meeting
December 9, 2008
7 p.m.
Coburg City Hall
91069 N. Willamette St., Coburg

Summary

City staff asked the Council to provide a recommendation on adding sidewalks to the east side of S. Industrial Way from the Industrial Way / Pearl Street intersection south to Roberts Road.

Coburg City Council considered the request and made the following decisions.

1. Approved recommending adding sidewalks to the east side of S. Industrial Way from the Industrial Way / Pearl Street intersection south to Roberts Road.
2. Approved conducting a public hearing after ODOT has completed design of the intersection.

Public Testimony

Larry Reed, JRH Inc., representing Truck & Travel:

Larry said his clients, the Andersons, agree with staff recommendation for including a sidewalk on both sides of S. Industrial Way, contingent on seeing more plans.

Michael Reeder, Arnold Gallagher Saydack Percell Roberts & Potter, representing Truck & Travel:

Michael reported that the Andersons are concerned that the plan proposed by ODOT is sketchy at best – they want to see plans that meet ODOT and City of Coburg standards. He also suggested that the action is a land use action and that there should be a public hearing on the matter so the public can provide comment. He said he would like to have more conversations with ODOT on the design and would like an opportunity for more public comment.

**City Planning Report Agenda Item: Phase 1 Interchange Design Option
“Action”**

Petra Schuetz, City of Coburg, asked Council to provide recommendations to ODOT on adding sidewalks to the east side of S. Industrial Way from the Industrial Way / Pearl Street intersection south to Roberts Road.

Petra showed the original conceptional design (dated November 20, 2008) that shows no sidewalks on the eastside of the road. She explained that there were some safety concerns for not having a sidewalk on the east side of the road. Petra then showed the new conceptional design that shows a sidewalk on the

eastside (dated November 20, 2008). She said that at the November City Council meeting staff recommendation was to go with the original design (no sidewalk on the east side of the road) but that now they know the addition of a sidewalk on the east side of the road will not have a big cost impact, will not impact other project features and will not cause a project delay.

Petra said staff recommendation now is to install the sidewalk.

Petra also explained that City code is mute on state related construction projects. There are no state statues or state / local coordination requirements. Lane County says that ODOT is exempt from their public review process. She suggested that even though there are no public review procedures required in City code, having a public hearing would be appropriate, once the design is finalized.

Petra requested that the City Council direct staff to provide ODOT a recommendation to include sidewalks on both sides of S. Industrial Way.

Councilor Mike Watson, referencing the conceptional plans (dated November 20, 2008), asked how much wider the road would be with the addition of the sidewalk. Petra reminded councilors that engineering has not occurred yet on the new design and they don't know all the constraints yet.

Councilor Jerry Behney noted that there is no planter on the east side of the road and asked if that would be addressed in the master plan for Truck & Travel. Petra said that trees are required on City streets, but that not having a planter on the east side of the road would be part of the design deviation. She said it could be added into the Truck & Travel master plan.

Councilor Brian Pech made a motion to let ODOT know that the Council is in favor of having sidewalks on both sides of the road.

Motion was seconded and City Council voted in favor of the recommendation.

Councilor Bill Judd asked if they could have a public hearing after the engineering is complete.

Motion was seconded and City Council voted in favor of the recommendation.



OPEN HOUSE SIGN-IN SHEET

Project: I-5 at Coburg Interchange
Key: 14649
Meeting Date: Oct. 17 and Oct. 18, 2008
Place/Room: Coburg City Hall

Name	Organization	Address	E-Mail



I-5 Coburg Interchange
Tell Us What You Think!

1. What are your questions and comments about the upcoming project?

2. What additional information would you like to receive?

3. What is the best way to communicate with you about the project?

- Email Mailers Other?
 Open House Website

Want to stay in touch? Please provide your contact information:

Name: _____

Business: _____

Address: _____

E-mail: _____

Thank you for your feedback!

I-5 Coburg Interchange Open House
Oct. 17, 2008 4 p.m. to 7 p.m. and Oct. 18, 2008 Noon – 3 p.m.
Coburg City Hall



Oregon Department of Transportation

Highway Project Information

Area 5 Project Office: Springfield (541) 744-8080

State Highway Development and Construction in Lane County

I-5 AT COBURG INTERCHANGE

(Updated 10-17-08)

Project location

- Intersection of Interstate 5 and City of Coburg Interchange: Central Lane MPO, I-5 @ City of Coburg Interchange, MP 194.5 to 196.5

Project purpose and need

This project directly supports freight mobility by making improvements to the Interstate 5 interchange. The interchange supports a major job center in the Eugene/Springfield metropolitan area and Trucking and Residential Community. Due to funding challenges the project to reconstruct the interchange will be designed in phases. First phase is to address immediate needs of the interchange area to address congestion and safety.

Problem: Safety and Mobility within the project limits

Solution: On both East and West sides of the interchange all accesses to 1320' will be within access control to improve operating efficiency and safety of the public.

West side: Roberts Rd. access will be closed by a cul-de-sac and a new street will be created, Coburg Industrial Way S., to connect the Roberts Rd. up to the intersection of Coburg Industrial Way and Pearl Street. Daray Street and all access's east of Coburg Industrial Dr. will be closed. Accesses along Coburg industrial Way S. and Coburg Industrial Way 150' from the intersection of Pearl Street, and along Pearl Street to the spacing standard of 1320' from the interchange ramp will be modified or closed.

East side: Accesses along Van Duyn on the South to be serviced through a frontage road at 1320' from the interchange ramp, sub sequentially requiring modifications or closures to existing accesses. Accesses along Van Duyn to the North will be modified.

Problem: Heavy p.m. congestion experienced along Pearl Street

Solution: The southbound I-5 on-ramp will be widened to accept 2 lanes turning east to south from Pearl St. The ramp will be lengthened as needed to allow merging to a single lane prior to entering I-5.

Problem: Stacking on I-5 in early a.m. hours as well as congestion along Pearl Street

Solution: The Pearl St. section west of the interchange ramps will receive a full urban section. A free flowing slip lane for a right turn north to Coburg Industrial Way will be constructed to aid in the operation of the high demand morning commute.

Problem: Water quality for new impervious surface and to treat existing roadway surfaces

Solution: Water quality facilities will be developed for the drainage as required by the urban sections on both sides of the interchange adjacent to the roadway in multiple areas within the project limits.

Budget

Budget; PE, CE and Construction cost—\$15,668,000

- \$3m was appropriated for the project in a prior year federal budget towards Preliminary Engineering.
- Modernization funding from the STIP, Lane County Contribution and SAFETEA-LU earmark total 12,668,000 towards Construction Engineering and Construction

I-5 AT COBURG INTERCHANGE - Project Information

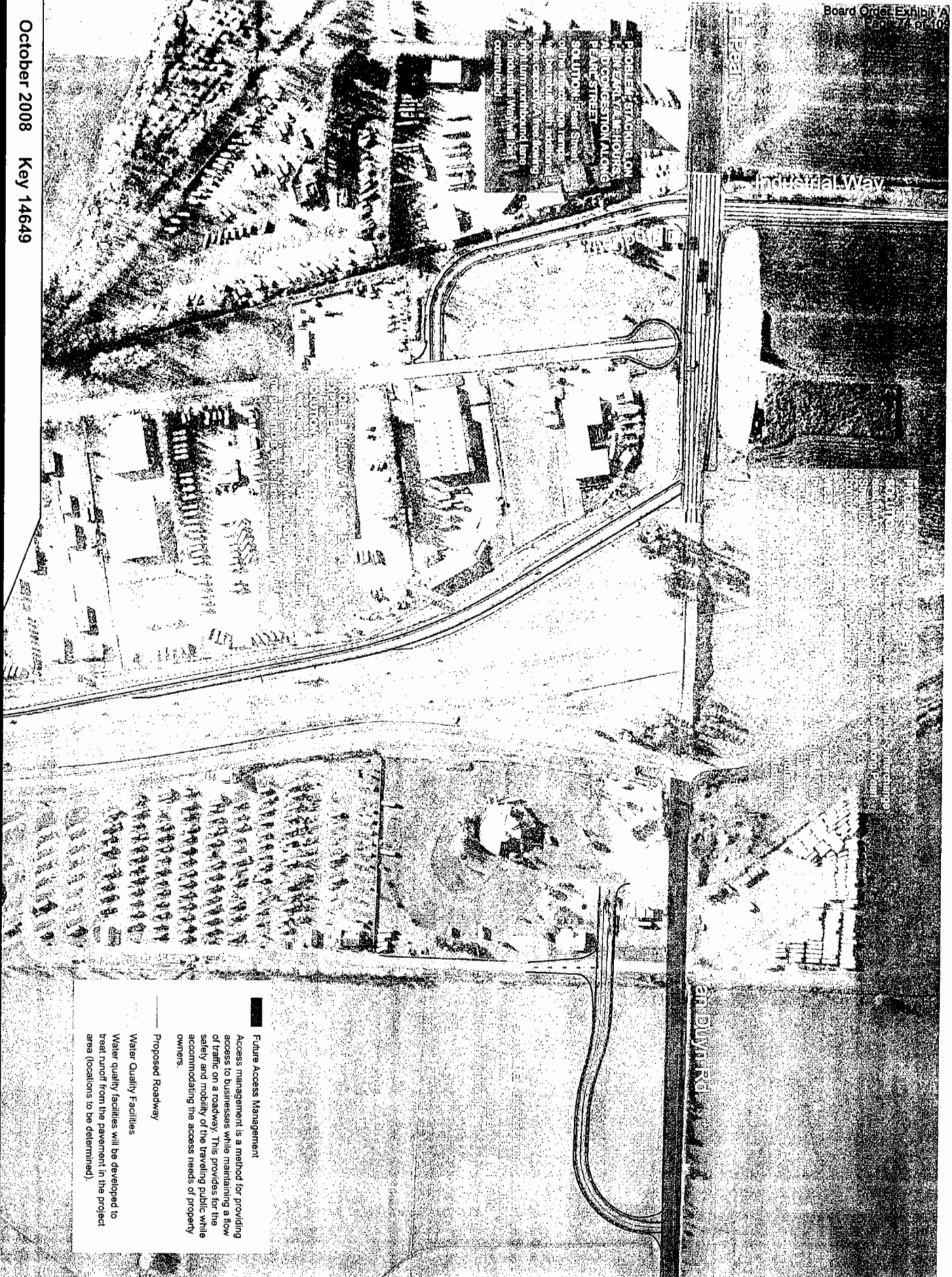
Page 2

Key project milestones

- Environmental: With regards to the West side of the Interchange the project is in an urban setting, there will be very little tree and/or vegetation removal. With regards to the East side of the interchange the project is in a mixed urban/rural setting, construction of a frontage road will have impacts to EFU land.
- An open house will be held October 2008.
- R/W purchase will be required, Anticipated for 2009-2010.
- The project let and construction anticipated in years 2011/2012.

For more information or to schedule a meeting with your organization, contact:

- Candice Stich, Project Leader, (541) 744-8080. E-mail: Candice.a.stich@odot.state.or.us.
- Joe Harwood, Public Information Officer, (541) 726-2442. E-mail: joseph.d.harwood@odot.state.or.us.



October 2008 Key 14649



I-5 at Coburg Interchange: Project Overview

Future Access Management

Access management is a method for providing access to businesses while maintaining a flow of traffic on a roadway. This provides for the safety and mobility of the traveling public while accommodating the access needs of property owners.

- Proposed Roadway
- Water Quality Facilities

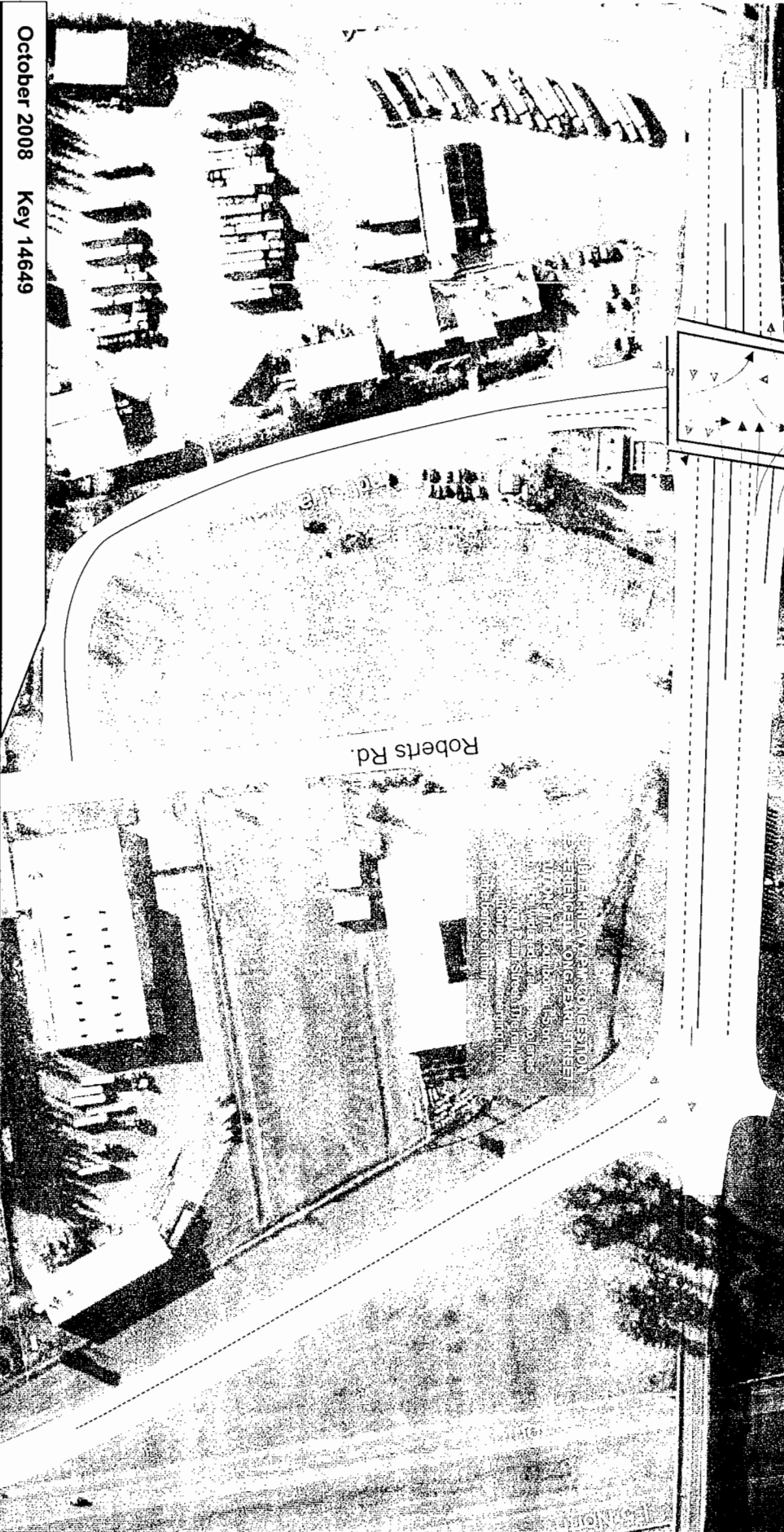
Water quality facilities will be developed to treat runoff from the pavement in the project area (locations to be determined).



E. Pearl St.

Industrial Way

PROBLEM: STACKING ON I-5 IN EARLY A.M. HOURS, AND CONGESTION ALONG PEARL STREET
SOLUTION: Pearl Street west of the interchange ramps will be rebuilt with additional lane capacity. A free-flowing right turn northbound lane to Industrial Way will be constructed.



October 2008 Key 14649



I-5 at Coburg Interchange: Redesign of Industrial Way Intersection



**I-5 COBURG INTERCHANGE Key 14649
Communications Report**

Appendix C – Meetings

PUBLIC COMMENT

From: STICH Candice A [Candice.A.STICH@odot.state.or.us]
Sent: Friday, October 31, 2008 12:37 PM
To: EDWARD C WOJAKOWSKI
Cc: libbybarg@barneyandworth.com; STICH Candice A
Subject: RE: Coburg Interchange Project
Thank you for your response Ed

I will have a response to you by early next week when I am able to review this with our design staff.

Have a nice weekend
Candice

Candice Stich
(541) 736-9164 Direct
(541) 285-8770 Cellular
Candice.A.Stich@odot.state.or.us
"You must be the change you want to see in the world"

From: EDWARD C WOJAKOWSKI [mailto:edsuwoj@q.com]
Sent: Friday, October 31, 2008 11:51 AM
To: STICH Candice A
Cc: libbybarg@barneyandworth.com
Subject: Coburg Interchange Project

I attended an open house on this topic at Coburg City Hall. I both live and am employed in Coburg. I drive for UPS Freight at the end of Roberts Court. There will be two turn lanes at the intersection of Pearl and Industrial. It will need to accommodate 105 ft. long triple trailers as well as oversize-overlength mobile homes/low-boy trailers, etc. and the heavy weights involved. Thank-you. Ed

From: STICH Candice A [Candice.A.STICH@odot.state.or.us]
Sent: Monday, November 03, 2008 8:33 AM
To: Sherri
Cc: libbybarg@barneyandworth.com; HARWOOD Joseph D; COBURG Planning ; STICH Candice A
Subject: RE: Coburg Interchange Project
Thank you for your email Sherri

The K14649 I-5 at Coburg project is a construction project that is funded with a defined scope of work, therefore we will not be looking at additional problems/solutions or design alternatives. This project will be constructing elements of the City of Coburg Transportation System Plan (TSP) and joint Agency (City, County, and ODOT) Interchange Area Management Plan (IAMP), and the design elements were shared in our recent Open Houses as well as at the City of Coburg Joint Planning and Council meeting a couple weeks ago.

I encourage you to participate in local planning sessions and discuss your request to look at a bypass of down town Coburg. I have included the City of Coburg planning on this correspondence for your convenience. I believe the City has a website you can get an electronic copy of the TSP. The IAMP will be out for public review in the next couple months, so look for announcements as well as discussion on an upcoming Coburg City Council meeting.

Thank you
Candice

Candice Stich
(541) 736-9164 Direct
(541) 285-8770 Cellular
Candice.A.Stich@odot.state.or.us
"You must be the change you want to see in the world"

From: Sherri [mailto:sherrylj@dlcomputing.net]
Sent: Sunday, November 02, 2008 10:43 AM
To: STICH Candice A
Cc: libbybarg@barneyandworth.com; HARWOOD Joseph D
Subject: Coburg Interchange Project

What about creating a through street...or opening up an existing limited access..... to keep the trucks from traveling through the middle of the town of Coburg? I thought that was also on the drawing board.
Sherri Gibson

From: STICH Candice A [Candice.A.STICH@odot.state.or.us]

Sent: Thursday, November 13, 2008 8:43 AM

To: Dan Olmstead

Cc: Libby Barg; STICH Candice A

Subject: GCR Tire response: Coburg Interchange

Thank you for your email Dan.

We are still doing our analysis on the needs for water quality within this interchange and hope to have preliminary information by mid December. We highlighted where we believe we will see facility improvements and/or construction in our Open House Renderings, however we are still waiting for our prelim planning to be completed prior to designing and including within the construction plans. If you would like to check back with me in mid December I will have more information to share with you.

Thanks again and I am sorry I couldn't be more help to you at this time.

Candice Stich

(541) 736-9164 Direct

(541) 285-8770 Cellular

Candice.A.Stich@odot.state.or.us

"You must be the change you want to see in the world"

From: Dan Olmstead [mailto:dolmstead@egrassoc.com]

Sent: Wednesday, November 12, 2008 4:39 PM

To: STICH Candice A

Subject: Coburg Interchange

Hello Ms. Stich -

I have been told that you are the project manager for the Coburg Interchange project. EGR & Associates has been retained to do a preliminary investigation of the stormwater runoff for the GCR Tire property located at the southwest corner of the interchange. They experience periodic flooding at the north end of the property, and are hoping to fix that.

I have attached two drawings (I think both came from ODOT). I see I scanned one upside down, but hopefully you can get the picture. The other figure, dated October 2008 was originally in color and had several areas shown as "Water Quality Facilities" This leads me to think that ODOT has done at least some preliminary stormwater planning in the area.

Would It be possible for you to send me a copy of any drainage mapping and written plans (existing, proposed and otherwise) that you may have for the area? It would help me tremendously if I knew what ODOT was planning and what ODOT understands of the current drainage.

From: STICH Candice A [Candice.A.STICH@odot.state.or.us]
Sent: Wednesday, November 12, 2008 9:54 AM
To: Larry Reed
Cc: STICH Candice A
Subject: K14649: GCR Tires Store Site
Thank you for the letter and design drawing

Have you discussed these requests with the City of Coburg for their support? Since a large portion of the infrastructure we are design and constructing for on the W side of the Interchange is to be City maintained facilities I would need their support and request of the design team to consider your design modification request on the cul-de-sac. Specific to the Sidewalk on the E side of the cul-de-sac, I have asked the City of Coburg Council to approve removing the sidewalk from the E side of the cul-de-sac. I should receive their decision following the upcoming City of Coburg Council Meeting on November 18th 2008.

Thank you for your patience on working through these design elements reviews and for your supportive correspondence.
Candice

Candice Stich
(541) 736-9164 Direct
(541) 285-8770 Cellular
Candice.A.Stich@odot.state.or.us
"You must be the change you want to see in the world"

From: Larry Reed [mailto:LarryReed@jrhweb.com]
Sent: Tuesday, November 11, 2008 3:38 PM
To: STICH Candice A
Subject: GCR Tires Store Site

Candice,
Please read the attached letter and forward to the project design staff. These seem to be very minor design changes for ODOT to make and GCR would like to start getting closure on these items so as to not delay this project over such minor design issues but which are critical for GCR operations.
Larry


JRH

November 5, 2008

Candice Stich
Transportation Project Leader
Oregon Dept of Transportation
644 A Street
Springfield, OR 97477

RE: GCR Tires

Dear Candice:

Two and a half weeks ago Shannon Mathena, GCR Tires Real Estate Manager for the Northwest region headquartered in Austin, Texas, was in the Portland area looking at GCR's Coburg operation, among several other GCR stores. I believe this was her first trip to the Northwest. I met with her at the GCR Roberts Road facility on October 22, 2008. There were three issues which resulted from this meeting that I wanted to pass on to ODOT.

- She concurred with our earlier advice/ request to have ODOT omit constructing a public sidewalk for the east side of Roberts Road along GCR frontage;
- She wanted us to continue to pursue having ODOT move the cul-de-sac further to the south and to the west, as we previously had shown in our earlier communication; and
- With moving the cul-de-sac to the south and west, looking into as part of Roberts Road turn-around the construction of a second curb-cut to minimize trucks' use of the public road for turnarounds and backup maneuvering.

The following discusses each issue in a little more detail.

Omitting East Side Sidewalk

GCR is a big truck/ heavy commercial operation, selling tires for big vehicles and equipment, including maintaining, repair, and mounting of big rig tires. The bigger trucks use the street to back up into the GCR Tire site for servicing, installing tires on both the tractor and trailer portion of the big rigs. We believe providing a sidewalk encourages pedestrians in an area with big truck movement and having considerable backing operations is unsafe. We understand there is a need for a standard five-foot public sidewalk in this area; however, the better location is on the west side of the

turnaround cul-de-sac. The side opposite GCR will continue to provide the needed sidewalk connections onto the south without having to cross a through street, while serving the retail/ commercial zoned land to the west, and avoids placing pedestrians in harm's way.

Locating Cul-de-sac Further South and West

Based upon JRH's AutoTurn analysis, there is no purpose served by locating the cul-de-sac up tight to Pearl Street right-of-way (as far north as shown on ODOT's October 2008 schematic drawings). Placing the cul-de-sac some 50 feet to 60 feet to the south eliminates 50 or 60 feet of street construction length (reduced cost) and, because of the angle taper of the west property line of the property lying west of Roberts Road, allows the cul-de-sac to be off-set to the west (more cost effective for ODOT to acquire vacant land to the west, which has minimal usability because of the narrowness of the site, compared to taking land from GCR Tires, which has more of a potential use).

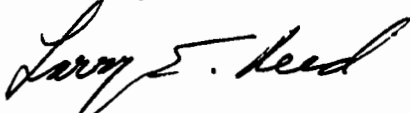
Second Driveway

The present location of the curb-cut/driveway off of Roberts Road into the GCR site was established by the need to have a drive location meeting City/ County standards, 150 feet south of intersection with Pearl Street. The elimination of the Roberts Road intersection will allow for an opportunity to have a second drive for the GCR site. The second curb-cut/drive will allow for better site utilization and on-site truck maneuverability. The attached AutoTurn graphic depicts the location of this second curb-cut/drive.

Please pass these three design elements by ODOT's design engineers. We continue to look forward to working out these minor design details needed by the closure of Roberts Road at Pearl Street.

Please call or email if you have questions or need more detail. We remain supportive of this much needed interchange capacity and safety improvements.

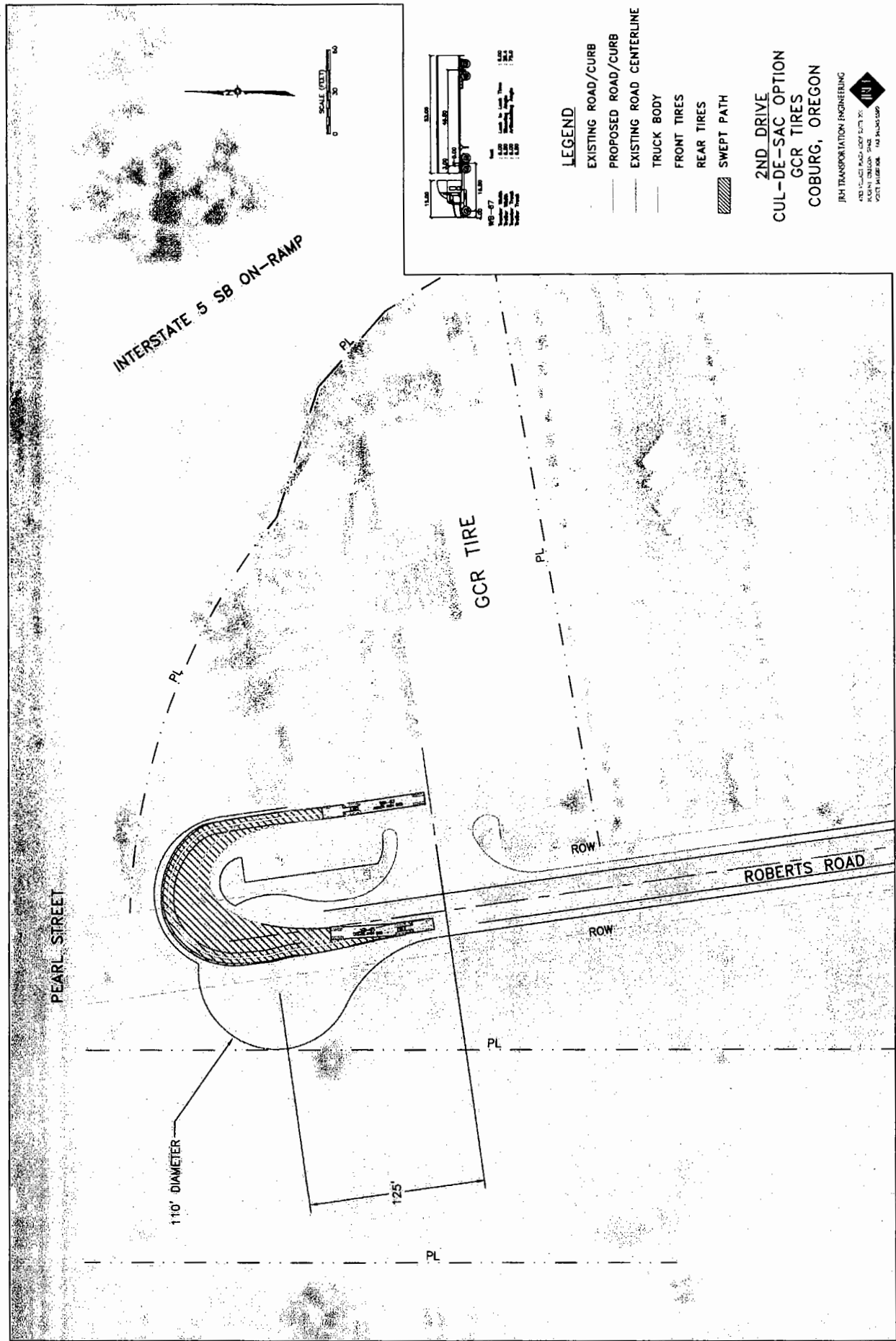
Yours truly,



Larry E. Reed
Principal, Land Use Planner

cc: Coburg City Council

Attachment



From: STICH Candice A [Candice.A.STICH@odot.state.or.us]
Sent: Monday, November 03, 2008 9:23 AM
To: mike.blomme@monacocoach.com
Cc: COBURG Planning ; libbybarg@barneyandworth.com; STICH Candice A
Subject: Monaco Coach: Information on sign NWQ of Coburg Industrial Way/Pearl St.

Mike

Thank you for reaching out to me about your concern for a sign located at the NWQ of the Coburg Industrial Way intersection. We took a closer look at the intersection of Coburg Industrial Way and Pearl St. to determine if we have impacts to the sign with our construction project and we do not see any conflicts at this time with our radius improvements. I would discuss this concern with the City of Coburg; Petra Schuetz, since if a multi-modal loop system is constructed on the W side of Coburg Industrial Way it is possible this sign could be impacted.

Thanks and let me know if you have any further questions or concerns.

Candice Stich
Oregon Department of Transportation
Region 2, Area 5 Project Manager
(541) 736-9164 Direct
(541) 285-8770 Cellular
(541) 744-8088 Fax
Candice.A.Stich@odot.state.or.us

"You must be the change you want to see in the world"

Please feel free to call. Thank you.

Dan Olmstead, PE
EGR & Associates
Ph 688-8322
Fx 688-8087

(asking owners first, of course)

→ Has anyone ever thought of moving the truck stop business further up the highway (between Coburg + Brownsville) and creating ~~something~~ something NEW rather than trying to "remodel" our old bridge in such tight quarters?

Ms. Candice Stitch
Oregon Department of Transportation
Area Manger/Project Manager
644 "A" Street
Springfield, OR 97477

1/2/2099

Regarding I-5 Coburg Interchange Project

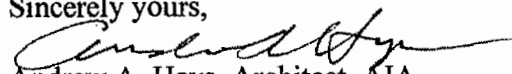
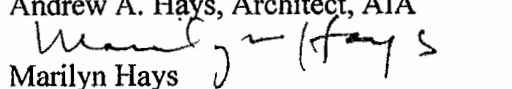
My wife and I are residents of Coburg, and attended your presentation recently of the work planned to modernize the I-5 interchange. We use the interchange frequently to travel to and from Eugene.

The I-5 traffic onto Pearl Street is indeed heavy since the truck parking and servicing, along with the commute traffic from Industrial Way, means there is constant traffic, including a lot of large trucks. Rerouting the Roberts Road traffic and upgrading the access to the service station and truck parking makes a lot of sense.

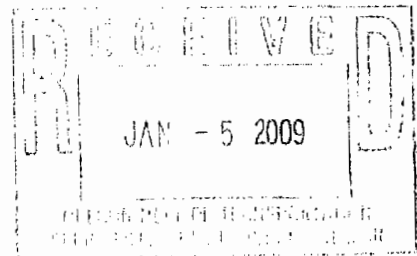
On the west side of the freeway, however, there seems to be much less traffic beyond the off and on ramps themselves, suggesting that simpler improvements would suffice. Running a new frontage road through the pasture seems unnecessary. What is needed is to access the service station and other close-by activities off of the existing north-south road. This would avoid any short term stacking at the service station, since it would not be accessible directly off of Van Duyn Road. The first several hundred feet of the road would need to be improved and widened and an extension made into the properties to the west, similar to what you show in the revised plan. This improvement could be designed to accommodate additional activities for future use at this site, for example a small retail/commercial center.

Running the road through the adjacent pasture, moreover, would be a very negative impact on the rural landscape. Currently the pasture provides a marvelous "green belt", both figuratively and literally. During the summer it is inhabited by contented looking cows munching on the grass. During the winter, sheep move in, and currently they have their newborn lambs with them. Much of rural Oregon has successfully maintained a beautiful and visible green belt edge to the often unsightly urban sprawl; other areas regrettably have not. We urge you not to destroy a portion of this green belt with an unnecessary road extension.

Sincerely yours,


Andrew A. Hays, Architect, AIA

Marilyn Hays

32744 E. Mill Street
Coburg OR 97408
541-338-7679




JRH

December 11, 2008

Candice Stich
Transportation Project Leader
Oregon Dept of Transportation
644 A Street
Springfield, OR 97477

RE: Anderson Family Property

Dear Candice:

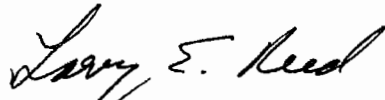
Attached is the complete JRH package that went to the Coburg City Council the evening of December 9. The package that Coburg staff provided the Council was out of order (JRH's cover letter placed last) and the JRH drawing was printed on 8-1/2" x 11" paper, rather than 11" x 17", showing only a portion of our design.

In addition, the Andersons have authorized restarting the planning for their entire site, which has been on hold for two years, pending ODOT's progress on the I-5 interchange project. I have contacted Petra to set up a pre-application meeting with our design team. We would like ODOT (you and the roadway design people) to attend this pre-application meeting.

The Andersons' attorney, Mike Reeder of Arnold, Gallagher, Saydack, Percel, et al, Attorneys, will be contacting you to set up additional future meetings to work with ODOT to create an acceptable, adequate, and safe South Industrial Way roadway design.

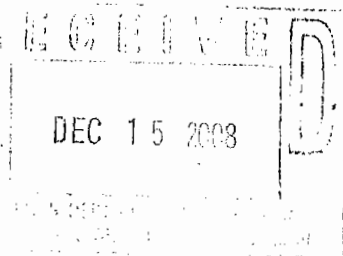
Please call me at 687-1081 if you have any questions.

Yours truly,



Larry E. Reed
Principal, Land Use Planner

Attachments





December 4, 2008

Mayor and City Council
City of Coburg
P. O. Box 8316
91069 N. Willamette Street
Coburg, OR 97408

Re: ODOT's South Industrial Way Design Options #2
City Council Meeting, December 9, 2008

Dear Mayor and Council,

As you know, I represent the Anderson family. The Andersons ultimate goal is to see that the design and construction of the proposed realigned Roberts Road ("South Industrial Way") is done correctly and appropriately. This letter pertains to the City's Planning Directors, Petra Schultz's "Agenda Item Summary" for the December 9, 2008 City Council Meeting, Topic- I-5 Coburg Interchange Construction Update Design Options #2. The purpose of this letter is to provide additional support for Petra's recommendation to the City Council to endorse the position that ODOT's design and construction of South Industrial Way should include a bike/ped facility on both sides of the street. Additionally, the intersection with Pearl Street should be properly aligned with South Industrial Way.

I. ADDITIONAL SUPPORT TO STAFF RECOMMENDATION

Please refer to the attached annotated copy of your Agenda Item Summary to locate the references to the following comments:

- A. Petra's statement here is correct as far as it goes. However, City staff's authority is limited to making sure development, including new roads or streets within the City's jurisdiction, comply with the City's adopted and acknowledged land use (Comp Plan & Zoning) regulations.
- B. Her statement here needs clarification. It is true that the City has adopted a Coburg Parks and Open Space Master Plan, 2005 ("Parks Master Plan") and that the Parks Master Plan, within the context of a linear park, directs the City to "consider following Muddy Creek, Mill Slough, and the former railroad corridor..." (see page 15 of the Parks Master Plan, Exhibit A-1). This proposed Muddy Creek concept is depicted on a map on page 19 of the Parks Master Plan (see Exhibit A-2). The Parks Master Plan, however, establishes no trail width standards. Therefore, the Coburg Zoning Code "Street Standards,"

Letter from Larry E. Reed, JRH
RE: Anderson ODOT Decision Issue
December 4, 2008
Page 2

which require a minimum of a 5-foot sidewalk on each side of new streets, controls how ODOT constructs the street (see Exhibit B).

Note: The adoption of bike/ped path standards according to the City's website, will not come before the City Council for consideration for its adoption until summer 2009 (see Exhibit C).

- C. Her statement "...[T]he City is obligated to meet the following state and local policies and standards where relevant..." is correct. However, she did not include the "Street Standards" provisions of Article VIII, Section F of the Coburg Zoning Code.

Additionally, she didn't included in your Agenda Item Summary, the statement on page 52 of the Coburg Transportation System Plan (TSP), item "D. Proposed Street Standards" cited here as follows: "Since new highway commercial and light industrial development is geographically separate from the historic residential and commercial city center, sidewalks, bicycle lanes, curb and gutters, and street trees are *required* to improve the appearance of the area and promote alternative modes for commuters and other users of these areas." (Emphasis added). The TSP also states on page 52, "It is the responsibility of the developer to *construct* new streets within their projects. The City is responsible for *maintaining* local streets." (Emphasis in TSP). In this case, ODOT is the developer with the responsibility to fully construct South Industrial Way in accordance with the local standards.

Furthermore, ODOT's Highway/Street design standards for such street type should also be considered. (These ODOT minimum standards are explained in more detail in Section II below.)

II. ODOT STANDARDS

ODOT's Highway/Street construction standards are set forth in ODOT's Highway Design Manual, 2003 Edition. According to Table 8-5 of this manual, for a 25 to 30 mph street design should include the following (see Exhibit D):

- 12-foot wide travel lane (where big trucks travel).
- 1-foot shy distance or shoulder for streets with curbs and have no 8-foot on-street parking or 5-foot bike lane.
- 14-foot wide continuous center turn lane.

Letter from Larry E. Reed, JRH
RE: Anderson ODOT Decision Issue
December 4, 2008
Page 3

- 10-foot wide curbside sidewalk each side of street or a minimum 4-foot buffer planter with 8-foot sidewalks.

The minimum right-of-way for the above street design is 62-feet, which is 2 – 4 feet less than what is shown in ODOT's two sketches included at the end of your Agenda Item Summary.

If setback sidewalks are desired by the City, according to ODOT's standards the required right-of-way width is 66-feet. A 66-foot right-of-way is the same overall street width dimension as the two sketches ODOT provided.

The difference is the ODOT sketches have 6-foot and 4-foot shy shoulder distances, respectively. However, 6-foot – 4-foot shy shoulders are neither required nor needed based upon ODOT's design criteria set forth in Table 8-5. By ODOT's own reasoning a wider shy or shoulder distance only serves to encourage on-street bike rider use and vehicle parking. The ODOT design manual requires wider shy shoulders where there will be on-street parking and/or on-street bike paths. Only if on-street bike paths are to be provided/allowed are wide shoulders needed. It's my understanding neither the City nor ODOT wants this street segment to have any on-street parking and to have all bike use located off the street. By reducing the 6-foot or 4-foot shy shoulders, as respectively shown in ODOT's sketches, to 1-foot saves 5-feet or 3-feet, respectively, on each side of the street equaling 10-feet or 6-feet reduction in overall right-of-way width. The 66-foot right-of-way, minus 10-feet equals 56 feet overall right-of-way width or 68-foot right-of-way, minus 6-feet equals 62 foot overall right-of-way width. The street cross section with 8-foot wide bike/ped path and a 4-foot planter on both sides of street is depicted on Exhibit E.

In the second paragraph of Petra's November 25, 2008 email (Cover Letter) to City Council, she quote ODOT project manager Candice Stich in relevant part: "I think with each of these options it should be clearly understood that there are no plans for a planter strip on the [east] side. . .and, if a sidewalk is to be constructed with future re-development. . .it should be made also clear if the property owner will be required to install a planter strip along the sidewalk."

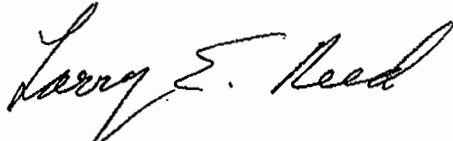
I do not know what this statement means. It seems to imply that ODOT is asking the City to ignore its standards and push the necessary development of South Industrial Way to the City and/or its residents and businesses. Practically speaking, it implies that when the east side of South Industrial Way is redeveloped, private property owners would be required to demolish the curbside sidewalk in order to construct a 4-foot planter strip and install a new sidewalk. The Andersons are, and the City should be, totally opposed to ODOT's suggestion. The Andersons hope that South Industrial

Letter from Larry E. Reed, JRH
RE: Anderson ODOT Decision Issue
December 4, 2008
Page 4

Way will be properly designed and constructed the first time, rather than ignoring current standards and wasting resources by demolishing the sidewalk.

On behalf of the Andersons I want to thank Petra for her recommendation and your continued support for bike/ped safety and to have ODOT's construct sidewalks on both side of South Industrial Way.

Yours truly,

A handwritten signature in cursive script that reads "Larry E. Reed". The signature is written in black ink and is positioned above the typed name and title.

Larry E. Reed, Principal
JRH, Land Use Planning Division
(541) 687-1081



COBURG CITY COUNCIL ITEM SUMMARY

TOPIC: I-5 Coburg Interchange Construction Update Design Options #2

Meeting Date: December 9, 2008
Staff Contact: Petra Schuetz
Contact: 541-682-7858, planning@ci.coburg.or.us

ACTION: *Provide City Staff direction regarding one design element of Phase 1 construction of the interchange along the Roberts Road realignment.*

Summary

Over the last couple of years, the Oregon Department of Transportation (ODOT) has been in the engineering phase of the approved and funded Coburg interchange Phase 1 and shall meet current safety, operational, and mobility-related standards for State facilities. In 2007, ODOT split this project into two phases. Phase I, as described at the ODOT-hosted project open houses (October 17 & 18) and at the Coburg City Council and Planning Commission Joint Session (October 28), Phase 1 includes a number of improvements on the west side of the interchange.

The City has not participated in the specific engineering of these improvements aside from staff-level participation to ensure compatibility with local, adopted planning projects because it is a State project. However, as the City has been working with ODOT to incorporate local initiatives and projects so that they are consistent with the ODOT design. Much more recently, however, ODOT determined that the City *may* provide more specific design recommendations for elements of what will become the local streets involved in the project. These recommendations are traditionally made at the Staff level (engineer, public works director, planning director).

SEE "A"
OF LETTER?

However, because there has been differing interests by different property owners affected by the project and because these improvements do have options, Joint Session officials directed Staff to bring a couple of the design options to City Council for direction.

This memo is designed to provide City Council guidance in making their endorsement for whether or not a sidewalk should be added to the eastside of the existing ODOT design for the Roberts Road realignment.

Background

The current ODOT design concept for the Roberts Road realigned segment is illustrated on page 6. The original design concept included a 10 foot sidewalk to be used by both bicyclists and pedestrians, street trees on the westside, a two-lane street

and no sidewalk or bike path on the eastside of the street. This design was created for a variety of reasons:

- The City-adopted Coburg Loop concept (Coburg Parks & Open Space master Plan 2005) ran along this to-be realigned segment and was, therefore, incorporated into the design. SEE "B" OF LETTER
- A year and a half ago, there was property owner concern that the increased footprint or right-of-way (ROW) of the bike and pedestrian infrastructure would have *too great* an impact on adjacent property owners; decreasing future buildable land. The current design required ROW acquisition and was thus thought to have met ODOT, the City requirements for bike/ped infrastructure, and property-owner concerns.
- Staff took into consideration all of the Transportation System Plan (TSP) policies and standards (presented on page 2-5 of this memo) and believed that the minimum access and mobility needs were being met for bike and pedestrians with the multiuse path that is twice the width of a standards sidewalk and would be designed for both users. SEE "C" OF LETTER
- ODOT indicated - earlier this Fall - that an additional bike/ped facility on the westside of the realigned segment would probably cost the project significantly more and would therefore potentially subtract from other elements of the project on the eastside of the interchange where access management was needed.¹ Considering this increased cost, it was thought that that the more extensive street design would be a nice feature, but was not essential.
- Additional sidewalk infrastructure can be required by the City when redevelopment of the property on the eastside is constructed.
- ODOT indicated - early the Fall - that there was urgency in moving forward quickly to ensure target construction timelines.²

City Responsibility

When considering whether or not there should be a sidewalk on the eastside of the Roberts Road realignment, the City is obligated to meet the following State and local policies and standards where relevant: AGAIN SEE "D" OF LETTER

State Planning Goal #12 Transportation "To provide and encourage safe, convenient and economic transportation system." Included in this rule and the Coburg Transportation System Plan (TSP) are the following:

¹ At the November 18, 2008 City Council meeting ODOT shifted the original message to say that the cost difference would *not* be too significant.
² At the November 18, 2008 City Council meeting ODOT shifted the original message to say that there was *not too much urgency* in the timeframe.

A transportation plan shall:

- (1) Consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian;*
- (2) Be based upon an inventory of local, regional and state transportation needs;*
- (3) Consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;*
- (4) Avoid principal reliance upon any one mode of transportation;*
- (5) Minimize adverse social, economic and environmental impacts and costs;*
- (6) Conserve energy;*
- (7) Meet the needs of the transportation disadvantaged by improving transportation services;*
- (8) Facilitate the flow of goods and services so as to strengthen the local and regional economy; and*
- (9) Conform with local and regional comprehensive land use plans. (TSP p.2) (AS ADOPTED)*

The following Coburg Transportation System Plan (TSP) goals relate most directly to the design elements to be considered:

1.2 Collector streets shall serve traffic from local streets to the arterial system. Individual accesses, while more frequent than on arterials, shall be managed to minimize degradation of capacity and traffic safety.

Goal 2: Take a long-range view in approving street patterns for new development.

2.4 At the time of land development or land division, require the dedication of additional street right-of-way in order to obtain adequate street widths in accordance with all street plans adopted by the City.

Goal 3: Improve the aesthetics of streets and streetscapes, especially at city entranceways such as Interstate 5 interchange area. Aesthetic improvements may address: street design, trees, lighting, utility lines, sidewalks, park strips, noise abatement, etc.

3.1 Improve major thorough-fares with beautification and scenic amenities, coordinating with other agencies and jurisdictions as necessary.

3.2 Identify and improve City gateways and entranceways with beautification and scenic amenities, coordinating with other agencies and jurisdictions as necessary.

Goal 5: Establish a safe bicycle and pedestrian system that provides for connections and minimizes conflict to and from the local school and other significant activity areas, provides for connections between pocket parks, and provides a sidewalk plan in selected areas such as on Willamette and Pearl Streets.

5.1 Design streets to meet the needs of pedestrians and bicyclists. This may or may not include sidewalks or bicycle lanes.

5.2 Plan and develop a network of streets, accessways, and other improvements including bikeways, sidewalks, and safe street crossings, that promote safe and convenient bicycle and pedestrian circulation within the community.

5.3 Connect bikeways and pedestrian accessways to local and regional travel routes.

5.4 Design and construct bikeways and pedestrian accessways to minimize potential conflicts between transportation modes. Design and construction of such facilities shall follow the guidelines established by the Oregon Bicycle and Pedestrian Plan.

5.5 Align and interconnect new streets to reduce travel distance, promote the use of alternative modes, efficiently provide utilities and emergency services, and evenly disperse traffic.

5.6 Provide street system connections to and from activity centers such as schools, commercial areas, parks, and employment centers.

5.7 Consideration shall be given to maintain reasonable access to existing businesses and residents in the construction and development of new facilities.

8.1 In areas of new development, investigate the existing and future opportunities for bicycle and pedestrian accessways. Many existing accessways such as user trails established by school children distinguish areas of need and should be incorporated into the transportation system.

8.2 Design new streets to meet the needs of pedestrians and encourage walking as a transportation mode.

The above policies are important guidelines when making a determination. The following Proposed Design Standards illustrated in the TSP are more specific implementation tools that should be used for making a decision:

*MORE THAN GUIDELINES ADOPTED AS LAW
COBURG DEVELOPMENT ZONING CODE*

**Table 7
Proposed Street Standards (New Construction Only)**

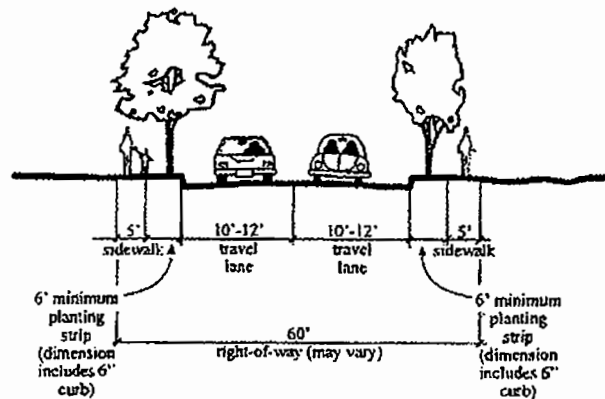
Street Type	Sidewalks, Curb and Gutter	Bicycle Lanes	Street Trees
Residential	Optional, need must be shown	Optional, need must be shown	Required
Central Business	Optional, need must be shown	Optional, need must be shown	Required
Highway Commercial and Light Industrial	Required	Required	Required

The following are the Proposed Street Standards illustrated in the TSP:

Figure 4

Light Industrial and Highway Commercial Street Standards

Required Curb and Gutter, Sidewalks, and Planting Strip



Property Owner Interest

The position of the property owner, Truck n' Travel is described in a letter addressed to the City. See Attachment A. The property owner would also like an opportunity to review the *engineered* design when it is completed because the cross-section provided does not show the context in relationship to the adjacent land.

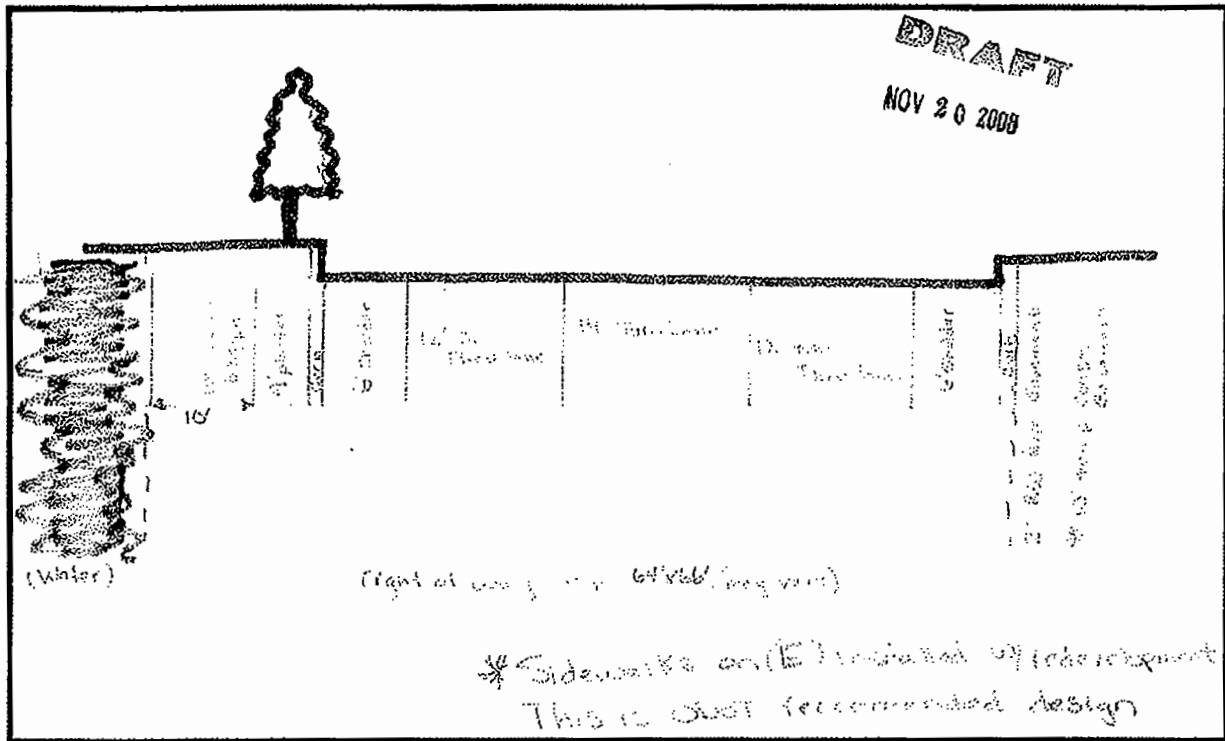
YES
STREET ROW
DISTANCE FROM
MUDDY CREEK
UNKNOWN

Staff Recommendation

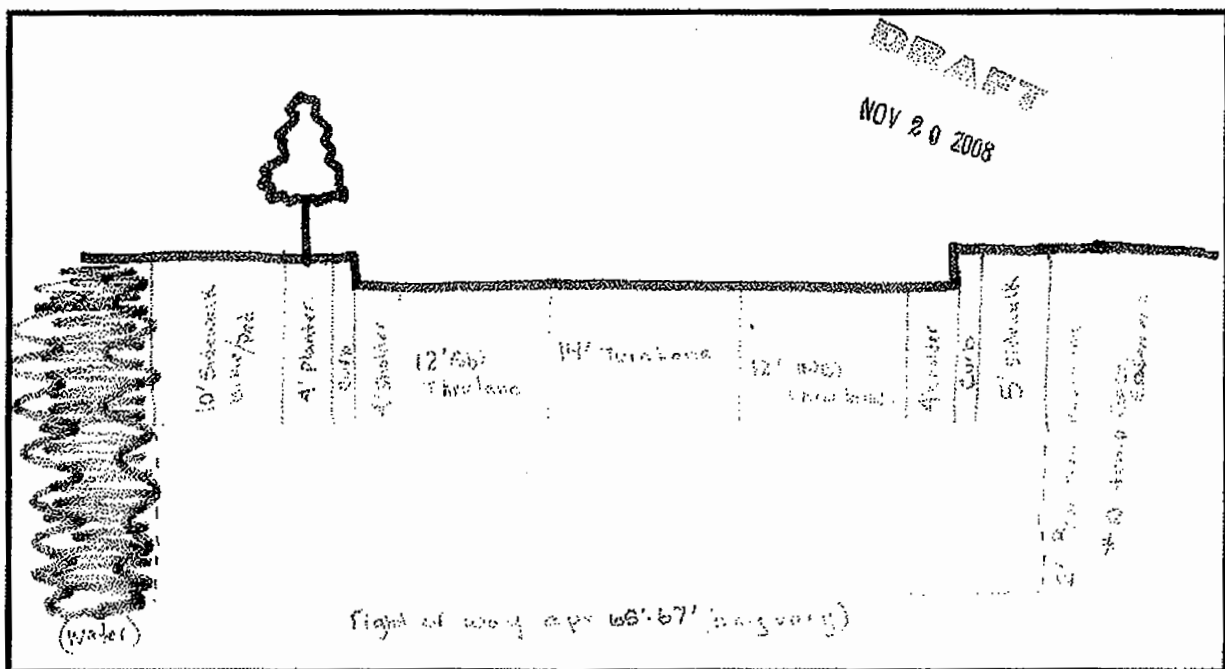
The Staff recommendation remains as described. The alternative design meets the requirements for providing bike and pedestrian infrastructure, minimizes potential conflict points at commercial access points by consolidating bike and pedestrian in a commercial district, and reduces the ROW acquisition needed for the project which reduces the cost to tax payers for this element of the over all project. ~~The cost for an additional sidewalk on the eastside of the realignment may inhibit ODOT's ability to complete Phase 1 as currently planned.~~ However, if the project cost and timeframe are no longer an issue for ODOT, than it is the Staff recommendation to endorse the design concept that builds the bike/ped facility on both sides of the street which exceeds the minimum requirements of the City street design standards.

ANDERSON
CENTER LINE
ALIGNMENTS AT
INTERSECTION ARE
OFF-SET
NO EXPLANATION

Current ODOT Design Concept



Alternative Design Concept



"A-1"

Objectives, Strategies, and Actions

re

critically important to the quality of life of Coburg's residents. They
e people want to live, work, visit, and play. As our city grows and
spaces will continue to be a central feature, providing recreational
eauty. To match the pace of growth and preserve the quality of life
urg will add future parks and open spaces and maintain and improve
s and employees working in Coburg will have safe and convenient
lking distance of their home or workplace. As we grow and flourish,
ve the beautiful rural landscape that surrounds our community.

ctives

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nearby
id trails.

l Actions
parks that
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downtown
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following Muddy Creek,
er rail corridor where

ect existing and planned
ilities to create a park
as opposed to a series of

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and existing park and



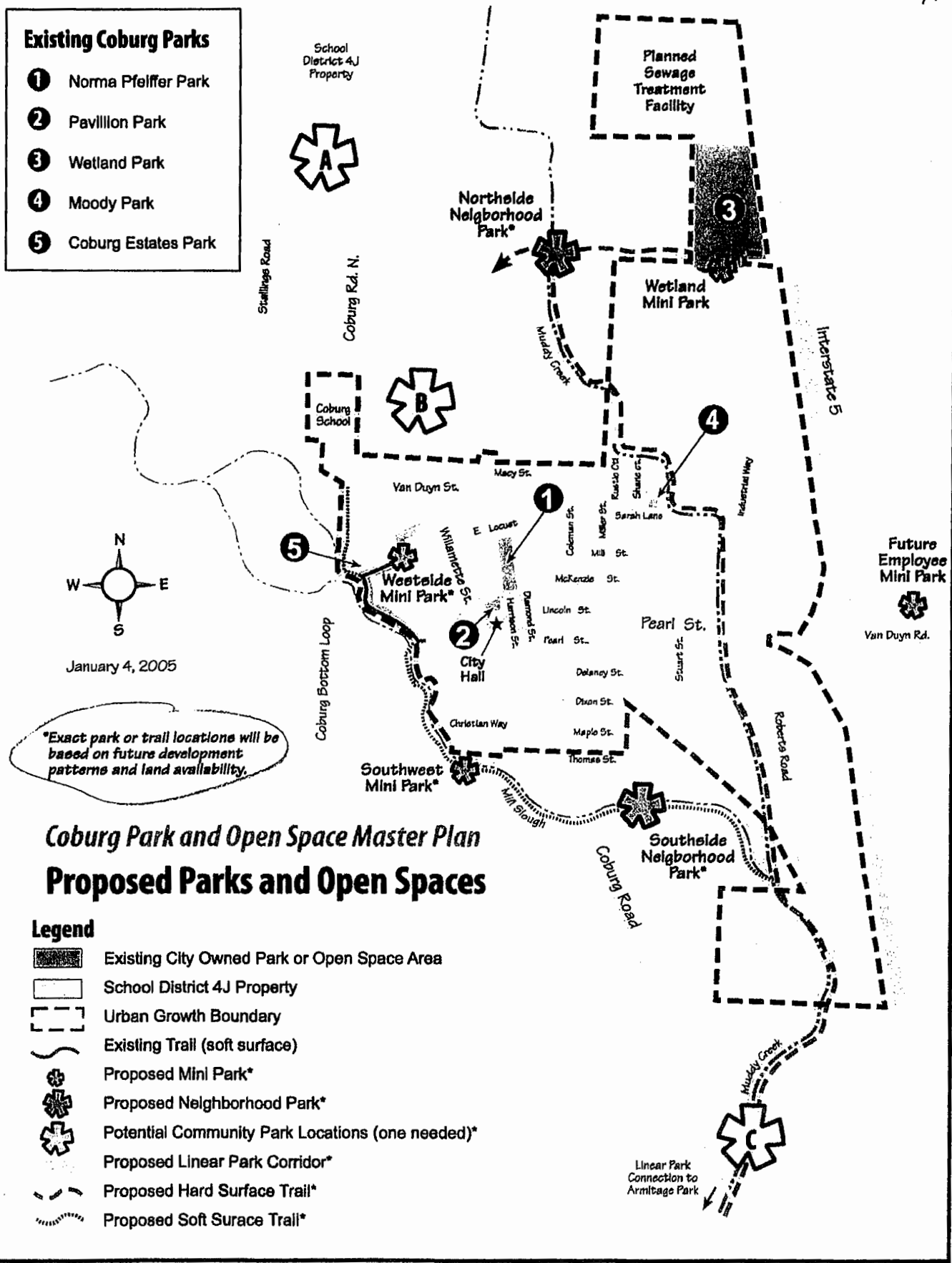
Muddy Creek Irrigation Channel



"A-2"

Existing Coburg Parks

- ① Norma Pfeiffer Park
- ② Pavillon Park
- ③ Wetland Park
- ④ Moody Park
- ⑤ Coburg Estates Park



"Exact park or trail locations will be based on future development patterns and land availability."

**Coburg Park and Open Space Master Plan
Proposed Parks and Open Spaces**

Legend

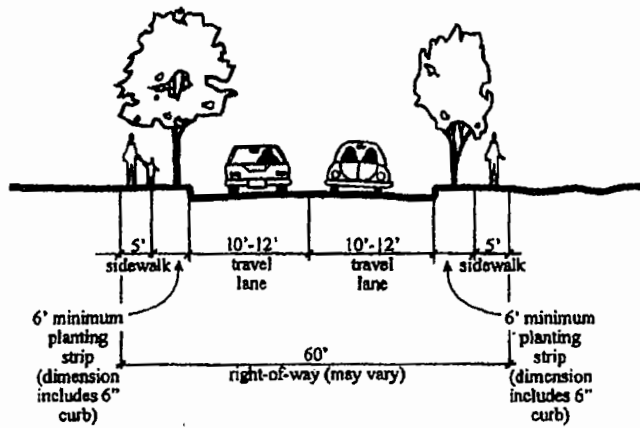
- Existing City Owned Park or Open Space Area
- School District 4J Property
- Urban Growth Boundary
- Existing Trail (soft surface)
- Proposed Mini Park*
- Proposed Neighborhood Park*
- Potential Community Park Locations (one needed)*
- Proposed Linear Park Corridor*
- Proposed Hard Surface Trail*
- Proposed Soft Surface Trail*

"B"

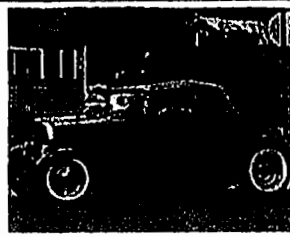
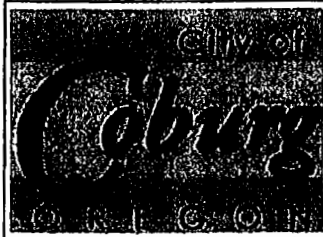
Figure 4

Light Industrial and Highway Commercial Street Standards

Required Curb and Gutter, Sidewalks, and Planting Strip



"c" |



Coburg Planning Department

- Planning Commission
- Public Comment Periods
- Current Projects**
- Recently Completed Projects
- Development Code & Master Plans
- Forms & Applications

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[Coburg City Departments](#) > [Coburg Planning Department](#) > [Current Projects](#)

Current Projects



Coburg Multimodal Loop Planning

The City of Coburg has recently received a grant from the State of Oregon Transportation & Growth Management Program to develop a strategy for the creation of a hard surfaced bicycle and pedestrian path that will connect key areas in town in a loop system.

The strategy will be developed between January 2008 and June 2009. The path will enhance the livability of Coburg by providing a car-free mobility option and greatly enhance the safety for those walking and bicycling by creating connections between Coburg's neighborhoods, downtown, parks, school, and employment areas. Learn about the project here:



Example Path: Row River Trail

Link: <http://www.lcog.org/coburgloop/>

Citizen Advisory Committee

Interchange Area Management Plan (IAMP)

The Coburg-Interstate 5 interchange is old and needs replacing. There are several steps before a new interchange can be built. The IAMP is one of those steps.

Public Process For IAMP

September 20, 2005	Presentation of 'Existing Conditions' to Joint City Council & Planning Commission Meeting
September 27, 2005	Community Meeting: Presentation of 'Existing Conditions' in Coburg
January 10, 2006	Presentation of 'Alternative Growth Scenarios' to Joint City Council & Planning Commission Meeting. To review draft document call or email planning department.
January 19, 2006	Community Meeting: Presentation of 'Alternative Growth Scenarios' at Coburg Municipal Court 5:30-7:00pm . Public participation is encouraged.
April 2006	Draft plan completed.
May 2006 - April 2007	Additional transportation modeling and a 4th growth scenario added to plan.
April - Dec. 2007	A 4th modeling scenario is analyzed.
February 2008	Final Draft.

"C"

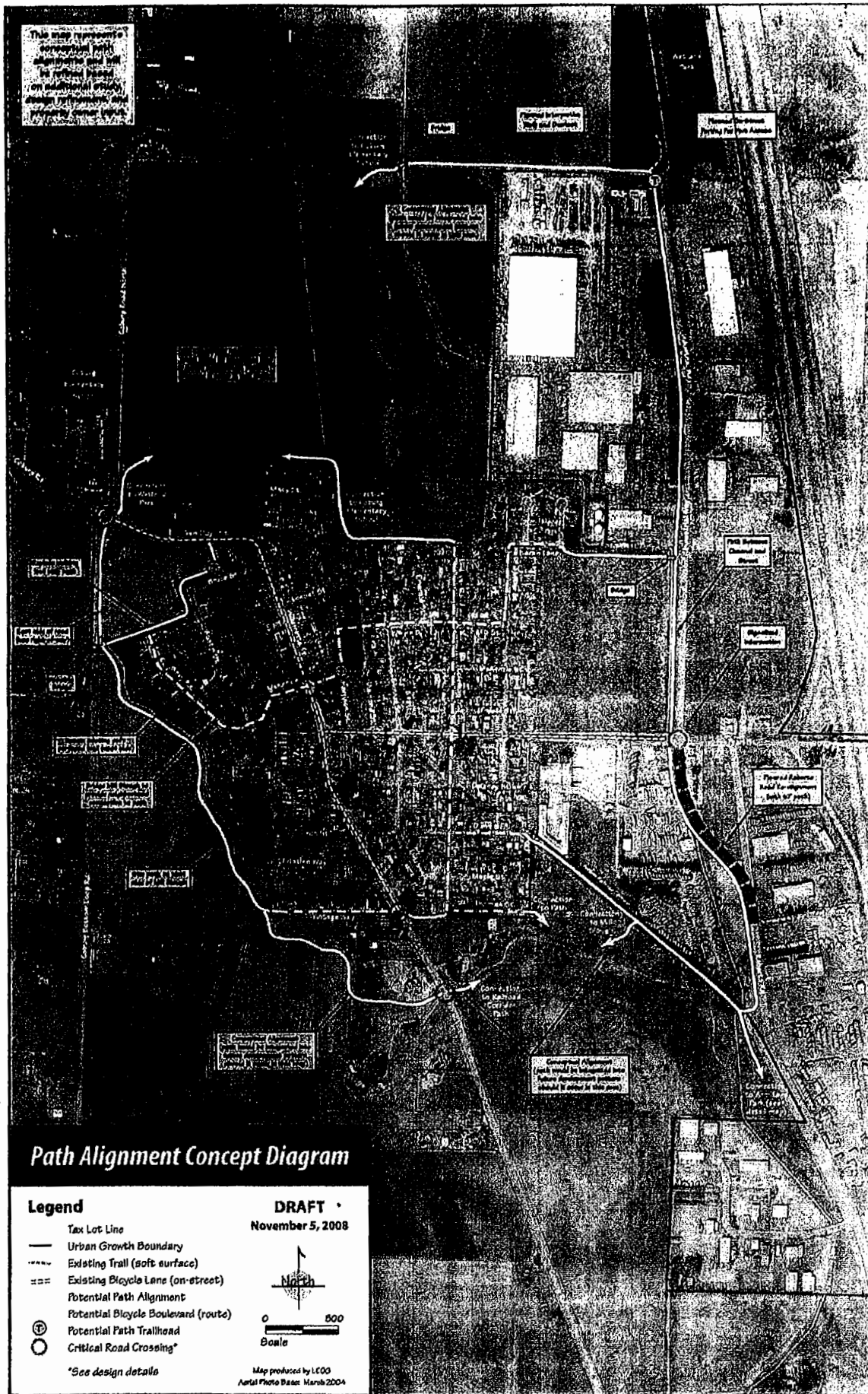


Table 8-5
ODOT 4R/New Urban Standards - Traditional Downtown/Commercial Business District

Design Elements	Design Speed
Travel Lane	25 mph ¹ 30 mph
Right Turn Lane	12' ² (12' ²)
Left Turn Lane	12' plus 1' shoulder (12' plus 1' shoulder)
Right Side Shoulder/Bike Lane	5'
Left Side Shy Distance ³	1'
Median	
Striped Median (Turn Lane)	14'
Raised Curb Median	15' Travel lane to travel lane
Maximum Superelevation	4%
Maximum Degree of Curvature	19°
Maximum Grade	8%
Curbside Sidewalk	10'
Separated Sidewalk ⁴	8'
On-street Parking	8' ⁵
Vertical Clearance	17'

¹ 25 mph design speed is only appropriate for local road classification.

² 12 foot standard lane width

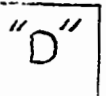
11 foot allowed when meeting following criteria:

- Highway is not a NHS or Freight Route, and
- Design speed of the highway is 30 mph or less, and
- The highway section carries less than 250 four axle or larger trucks per day in the design year.

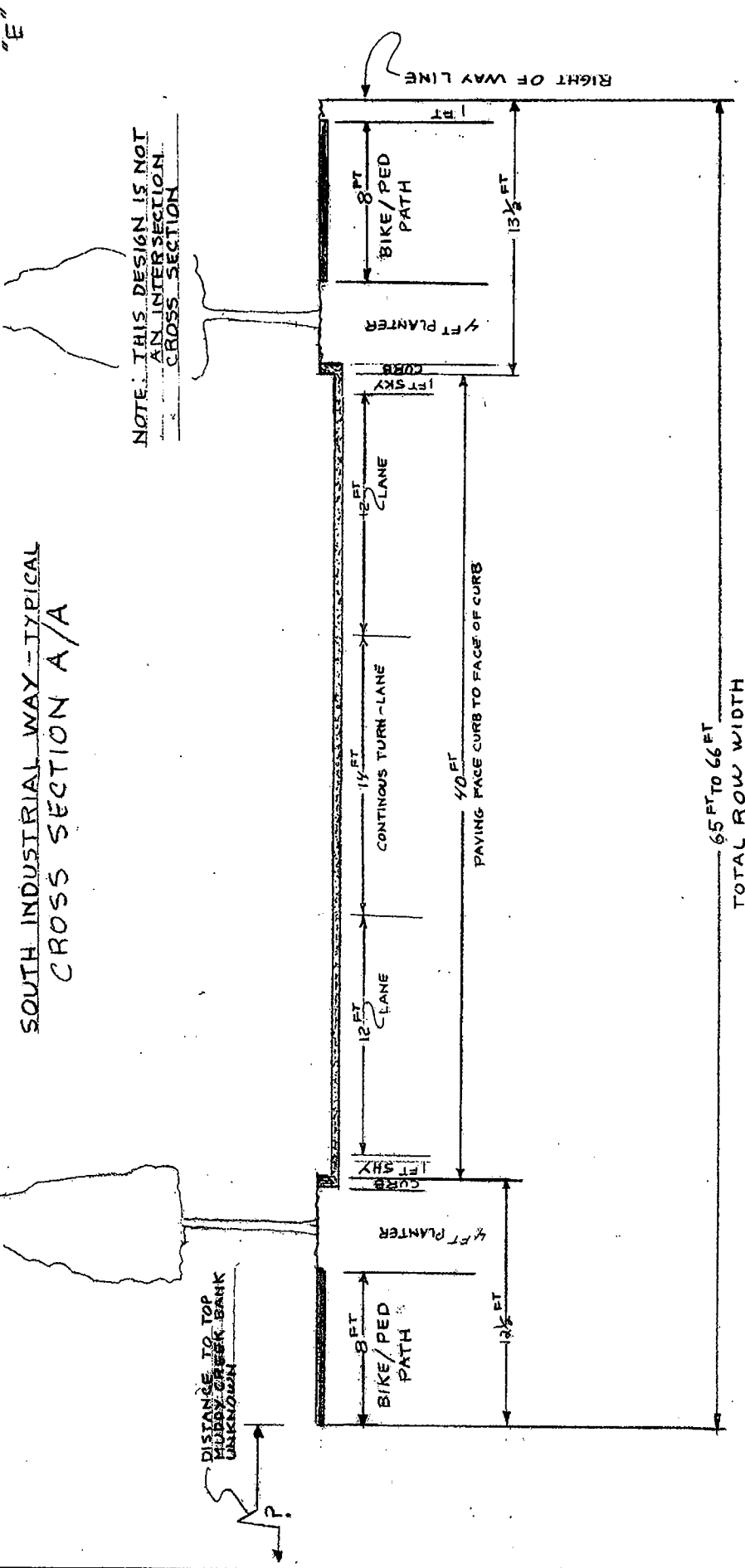
³ Left side shy distance is applicable in one-way couplet situations and sections with raised medians.

⁴ Separated sidewalks are generally not used in these areas; where they are used a buffer strip of 4 feet to 6 feet should be used.

⁵ 8 feet with striped bike lane.



SOUTH INDUSTRIAL WAY - TYPICAL
CROSS SECTION A/A




DESIGN OF STREET - CURB FACE TO CURB FACE IS BASED ON ODOT HIGHWAY DESIGN MANUAL 2003 EDITION.





- 12 FT WIDE TRAVEL LANE
 - 14 FT WIDE CENTER TURN LANE
 - 1 FT SHOULDER (25 MPH)
- TABLE 8-5

NOTE: ALSO PER ODOT URBAN DESIGN STANDARDS THE MINIMUM CURB SIDE SIDEWALK WIDTH IS 10 FT THE MINIMUM SETBACK SIDEWALK WIDTH IS 5 FT W/ MIN 4 FT PLANTER

TYPICAL INDUSTRIAL WAY - SOUTH CROSS SECTION		LOOKING NORTH MUDDY CREEK TO LEFT
SCALE: 1" = 5 FT	APPROVED BY:	DRAWN BY LER
DATE: NOV 24/08	REVISED DEC 4/08	
JRH LAND USE PLANNING DIVISION 4265 VILLAGE PLAZA LOOP, SUITE 201 EUGENE, OR 97401		
JOHN AND JIM ANDERSON EAST SIDE PROPERTY		
DRAWING NUMBER		

 Home Documents and Lists Create Site Settings Help

14649 I-5 at Coburg Interchange
Events: Meeting with Mike Stevenson

 New Item |  Edit Item |  Delete Item |  Export Event | Alert Me | Go Back to List

Title: Meeting with Mike Stevenson

Begin: 12/10/2008 2:00 PM

End: 12/10/2008 3:00 PM

Description: Attendees were Ramon Fisher and Mike Stevenson. They wanted to discuss our plans for acquiring the right of way for the frontage road however understanding there is no funds for construction and that would be a subsequent phase as soon as funding is obtained. They are in support of the overall project for the access control, frontage road, and interchange bridge structure however have concerns if we obtain the right of way and the funds are available to construct the frontage road prior to the interchange bridge struture they would not be in support of us acquiring the right of way. He said that he would like us to proceed with our course of action to acquire the right of way footprint and make them an offer and he will make the decision if they want to sell the property to us with the risk of the frontage road possibly being constructed prior to the interchange bridge reconstruction.

Essentially I think what they are asking for is assurances that we will not build until reconstruction of the interchange.

Location: ODOT Area Offices

Recurrence:

Workspace:

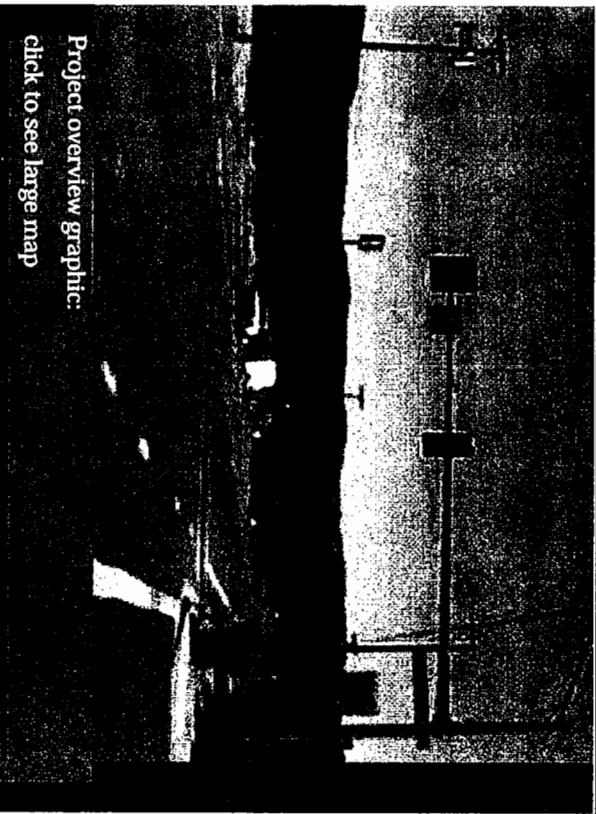
Created at 12/11/2008 11:18 AM by [STICH Candice A](#)

Last modified at 12/11/2008 11:18 AM by [STICH Candice A](#)

**I-5 COBURG INTERCHANGE Key 14649
Communications Report**

Appendix D – Website

HOME PROJECT FILES JOIN OUR MAILING LIST CONTACT US



Project overview graphic:
[click to see large map](#)

Redesign of Industrial Way intersection graphic:



Welcome to the Coburg Interchange

Project Location:

Intersection of Interstate 5 and City of Coburg Interchange:
Central Lane MPO, I-5 @ City of Coburg Interchange, MP 194.5 to 196.5

Project Purpose and Need:

This project directly supports freight mobility by making improvements to the Interstate 5 interchange. The interchange supports a major job center in the Eugene/Springfield metropolitan area and Trucking and Residential Community. Due to funding challenges the project to reconstruct the interchange will be designed in phases. First phase is to address immediate needs of the interchange area to address congestion and safety.

Problem: Safety and Mobility within the project limits

Solution: On both East and West sides of the interchange all accesses to 1320' will be within access control to improve operating efficiency and safety of the public.

West side: Roberts Rd. access will be closed by a cul-de-sac and a new street will be created, Industrial Way S., to connect the Roberts Rd. up to the intersection of Industrial Way and Pearl St. Daray St. and all access's east of Coburg Industrial Dr. will be closed. Accesses along Industrial Way S. and Industrial Way 150' from the intersection of Pearl St., and along Pearl St. to the spacing standard of 1320' from the interchange ramp will be modified or closed.

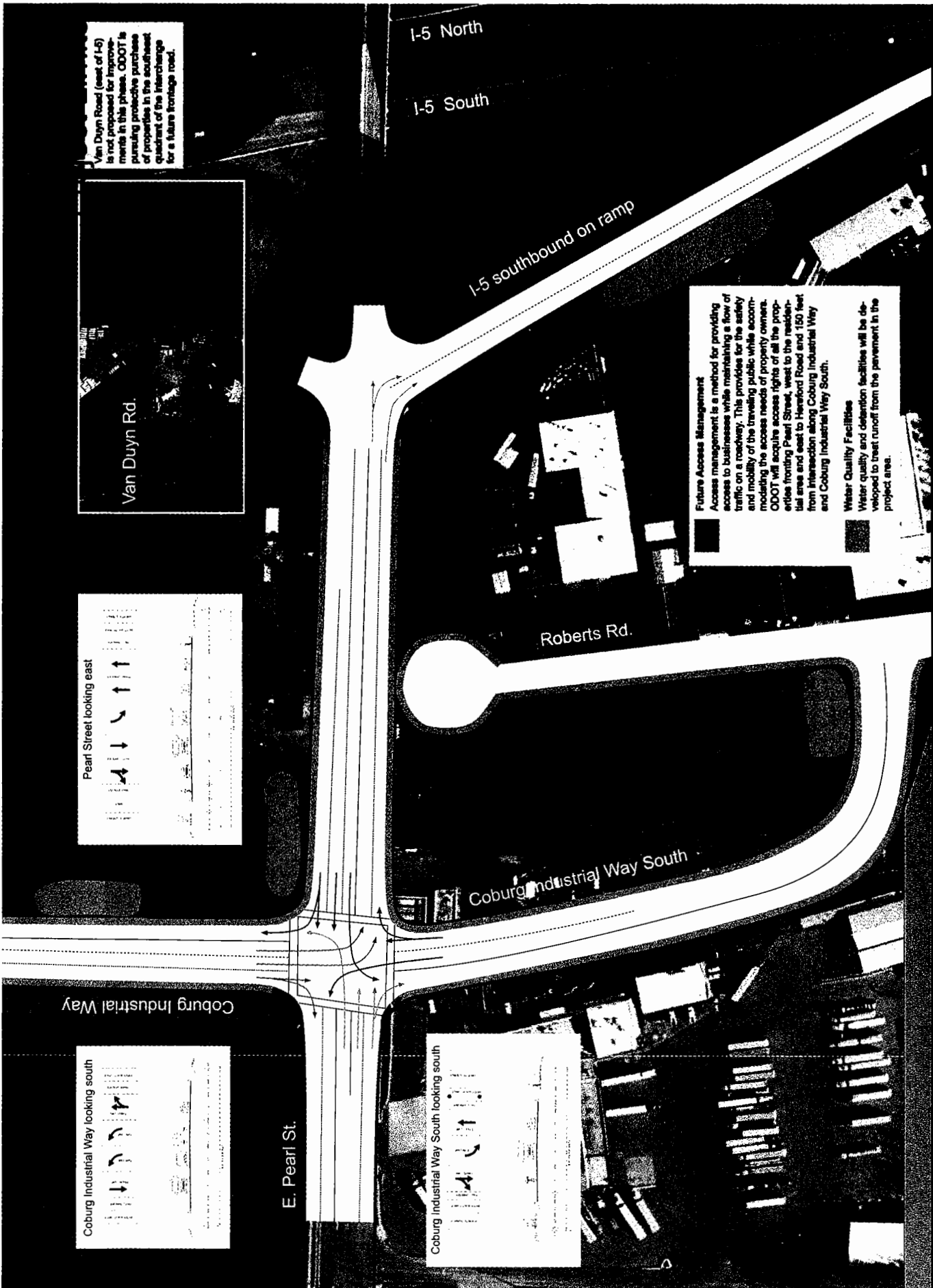
East side: Accesses along Van Dуйn Rd. on the South to be serviced through a frontage road at 1320' from the interchange ramp, sub sequentially requiring modifications or closures to existing accesses. Accesses along Van Dуйn Rd. to the North will be modified.

Problem: Heavy p.m. congestion experienced along Pearl St.

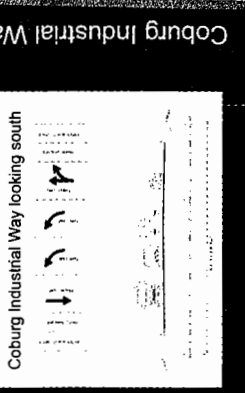
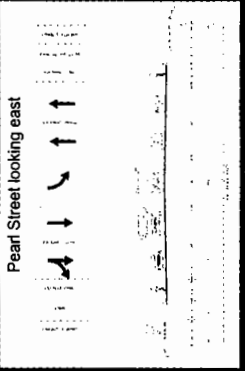
Solution: The southbound I-5 on-ramp will be widened to accept 2 lanes turning east to south from Pearl St. The ramp will be lengthened as needed



I-5 at Coburg Interchange: Redesign of Industrial Way Intersection



Van Duyn Road (east of I-5) is not proposed for improvements in this phase. ODOT is pursuing protective purchase of properties in the southeast quadrant of the interchange for a future interchange road.



I-5 North
I-5 South

I-5 southbound on ramp

Roberts Rd.

Coburg Industrial Way South

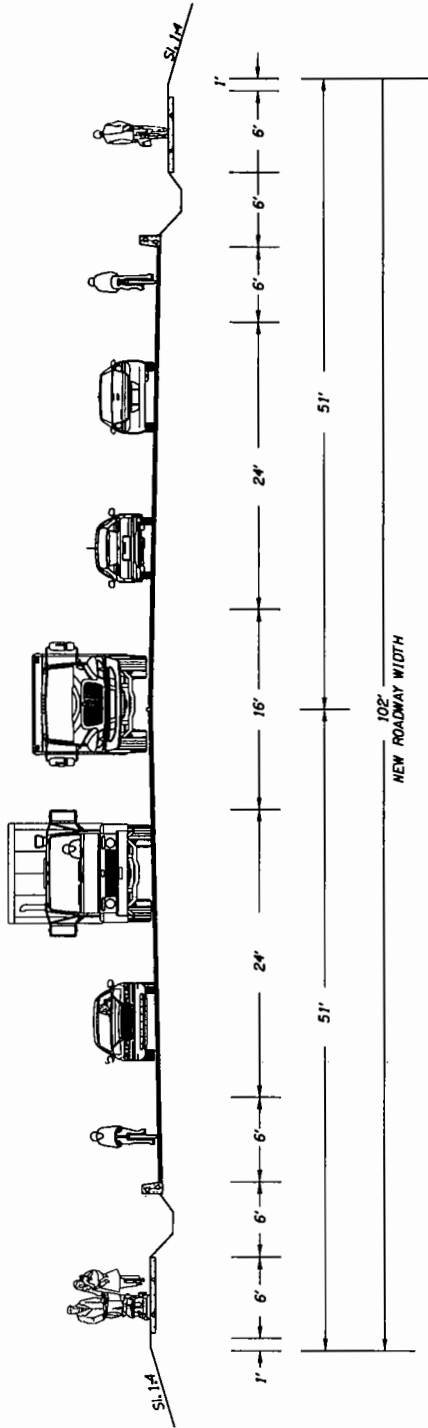
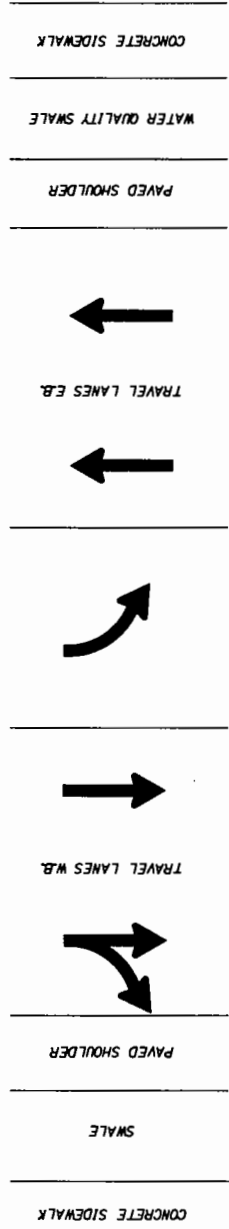
E. Pearl St.

Coburg Industrial Way South looking south

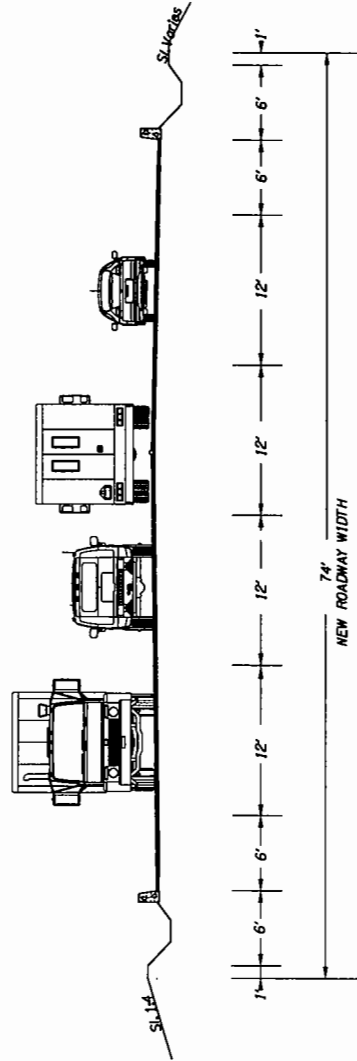
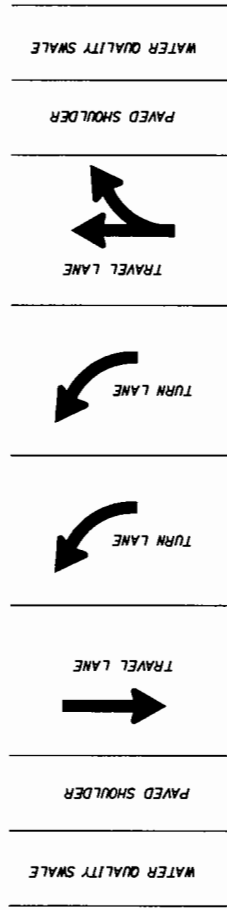
Future Access Management
Access management is a method for providing access to businesses while maintaining a flow of traffic on a roadway. This provides for the safety and mobility of the traveling public while accommodating the access needs of property owners. ODOT will acquire access rights of all the properties fronting Pearl Street, west to the residential area and east to Herford Road and 150 feet from intersection along Coburg Industrial Way and Coburg Industrial Way South.

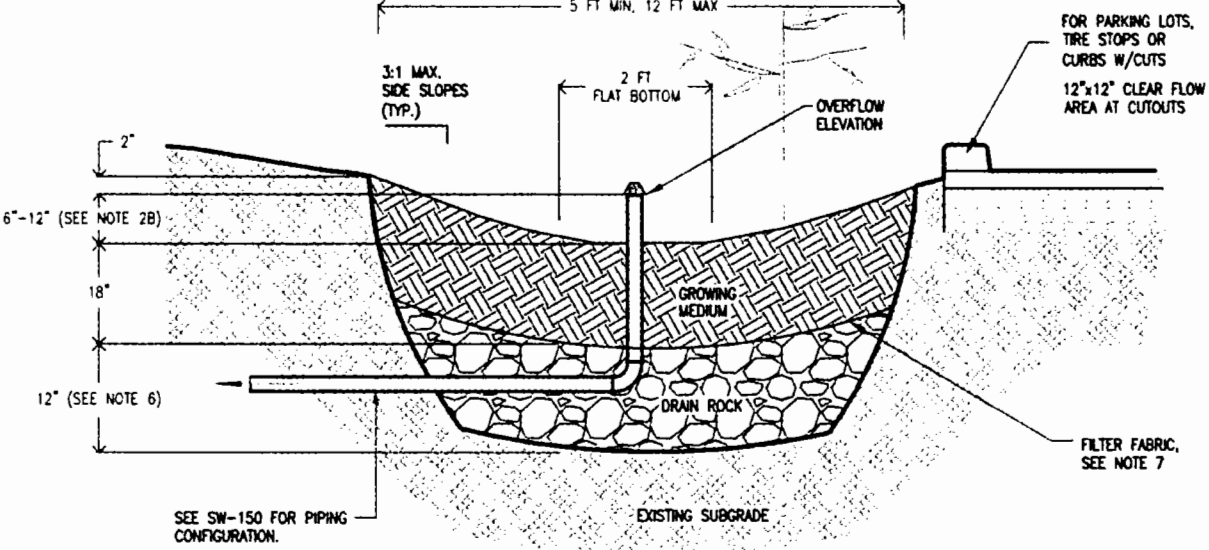
Water Quality Facilities
Water quality and detention facilities will be developed to treat runoff from the pavement in the project area.

Pearl Street with Swale and Sidewalk
 Sta. 24+50 to Sta. Sta30+00



Coburg Industrial Way looking South with Swale No Sidewalks
 Sta. 7+62 to Sta. 10+20





1. Provide protection from all vehicle traffic, equipment staging, and foot traffic in proposed infiltration areas prior to, during, and after construction.
2. Dimensions:
 - a. Width of swale: 5' - 12'.
 - b. Depth of swale ((from top of growing medium to overflow elevation); Simplified: 9", Presumptive: 6"-12".
 - c. Longitudinal slope of swale: 6.0% or less.
 - d. Flat bottom width: 2'.
 - e. Side slopes of swale: 3:1 maximum.
3. Setbacks (from centerline of facility):
 - a. Infiltration swales must be 10' from foundations and 5' from property lines.
 - b. Flow-through swales must be lined with connection to approved discharge point according to SWMM Section 1.3.
4. Overflow:
 - a. Overflow required for Simplified Approach
 - b. Inlet elevation must allow for 2" of freeboard, minimum.
 - c. Protect from debris and sediment with strainer or grate.
5. Piping: shall be ABS Sch.40, cast iron, or PVS Sch.40. 3" pipe required for up to 1,500 sq ft of impervious area, otherwise 4" min. Piping must have 1% grade and follow the Uniform Plumbing Code.
6. Drain rock:
 - a. Size for infiltration swale: 1½" - ¾" washed
 - b. Size for flow-through swale: ¾" washed
 - c. Depth for Simplified: 12"
 - d. Depth for Presumptive: 0-48", see calcs.
7. Separation between drain rock and growing medium: Use filter fabric (see SWMM Exhibit 2-4 Geotextile table) or a gravel lens (¾ - ½ inch washed, crushed rock 2 to 3 inches deep).
8. Growing medium:
 - a. 18" minimum
 - b. See Appendix F.3 for specification or use sand/loam/compost 3-way mix.
9. Vegetation: Follow landscape plans otherwise refer to plant list in SWMM Appendix F. Minimum container size is 1 gallon. # of plantings per 100sf of facility area:
 - a. Zone A (wet): 115 herbaceous plants OR 100 herbaceous plants and 4 small shrubs.
 - b. Zone B (moderate to dry): 1 tree AND 3 large shrubs / small trees AND 4 small shrubs AND 140 groundcover plants.

The delineation between Zone A and B shall be either at the outlet elevation or the check dam elevation, whichever is lowest.
10. Waterproof liner: Shall be 30 mil PVC or equivalent for flow-through facilities.
11. Install washed pea gravel or river rock to transition from inlets and splash pad to growing medium.
12. Check dams: Shall be placed according to facility design. Refer to SW-340 for profile and spacing.
13. Inspections: Call BDS IVR Inspection Line, (503) 823-7000, for appropriate inspections.

- DRAWING NOT TO SCALE -

STORMWATER MANAGEMENT MANUAL TYPICAL DETAILS

- Simplified / Presumptive Design Approach -

Swale

NUMBER

SW-120



Bureau of Environmental Services



DRAFT

ROADS ADVISORY COMMITTEE June 24, 2009

MEMBERS PRESENT: Kent Fleming, Jody Ogle, Jim Wilcox, Karen Bodner, Jack Radabaugh, John Anderson, George Goldstein.

MEMBERS ABSENT: none.

STAFF & OTHER PRESENT: Candace Stich & Sonny Chickering (ODOT), Marsha Miller, Tanya Heaton, Howard Schussler, Christy Mosier, Bill Morgan, Celia Barry, Shashi Bajracharya.

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

I. PUBLIC COMMENT – None.

II. APPROVAL OF MINUTES –

Goldstein asked that his request to have the committee review profile striping be added to the minutes.

Motion: Ogle moved to approve the minutes as amended; Goldstein seconded; all present voted in favor.

III. TRANSPORTATION PLANNING UPDATE (Celia Barry)

Barry said there are a few different planning efforts happening with ODOT facilities that include the Junction City Highway 99 Refinement Plan, the Highway 126 East Expressway Mgmt. Plan (52nd & Main/Hwy 126 & Main), the Beltline Corridor Study and the Coburg Interchange Plan that goes to the Board in August. She said the typical model for these studies, and the one being used for the Highway 126E and Beltline planning efforts, is to have a project management team composed of staff, a stakeholder advisory committee (if there is any controversy expected), composed of staff and citizens from interested parties, and a steering committee, composed of elected officials in the study area, with staff support. Bodner asked if the Junction City Plan considers the prison and or hospital going through. Barry said the plan traffic modeling incorporates the planned prison and hospital; however, the prison has since been placed on hold and she isn't sure how that needs to be handled.

IV. I-5 AT COBURG DESIGN CONCEPT – (Candice Stich/ODOT & Shashi Bajracharya/Lane County)

Bajracharya referred the group to the design documents they received in their meeting packets and introduced Candice from the ODOT's design team. Bajracharya stated we need a recommendation from the committee to finish the design stage and move forward. Stich said this project is three years in the making and summarized what went into the project so far. Stich said the project is at \$38 million to build and they have narrowed the scope to build what there are funds for. Stich said they've had a couple hurdles a few months ago regarding regulatory requirements for water quality issues, so they had to expand the footprint in some areas. Stich walked the group through the design diagram including access management and water quality. Bodner asked if this means ODOT will be buying property from residents. Stich said yes, and if the resident doesn't want to sell, it will go through a condemnation process.

Goldstein asked if Eminent Domain Law has changed and if so does it affect the process for ODOT to acquire property. Stich said that will be a full agency concern and not specific to the project. Chickering interjected that Goldstein may be referring to the First Offer, when the property owner is entitled to court costs. Goldstein said in the past people were less likely to take things to court than they are today, and there is now a potential for government agencies to incur greater costs for getting the land and the court costs as well. He indicated that he believed the new law requires the government to pay any court costs if the government wasn't willing to pay the original value requested by the property owner, and then the property went through the whole condemnation process and ended up being worth the original value. Morgan stated there is proposed legislation that may ease some of these costs. Barry said it's unusual for ODOT to need local agencies to approve their design, but because it's involving local facilities it must go through the regular county public process [Lane Manual 15.580].

Stich talked about storm water treatments and the county's requirement of planter strips. Stich said a team comprised of city, county, Dept. of Environmental Quality, and ODOT had designed bio swales. Goldstein asked what plants will go into the water swales. Stich responded those will be determined by DEQ once the design stage is complete. Stich reviewed the road and intersection changes. Wilcox asked if extra road development costs are shared or if any particular group must pay the costs. Stich responded these are funded by the project – that includes funding from earmark dollars, county match dollars, and state dollars. Barry added the state dollars are from the Federal SAFETEA-LU Bill, the federal transportation bill, which comes from gas tax. Stich talked about the water ponds and water swales in the design plan provided. Group discussion ensued. Morgan asked who will maintain the ponds and bio swales. Stich responded if not the agencies we turn them over to, it could be an IGA will state the maintenance will be by the jurisdiction that owns the roads, and the permit may end up being a co-agency permit but all are yet to be worked out. Barry interjected the county has been clear that we cannot maintain them. Stich said she believes the county maintains some element and the city may be the one maintaining the actual swale. Barry said we are presently working on an IGA draft. Bodner asked what's involved in the maintenance of these swales. Morgan responded because our operation is mowing involving heavy machinery across the 1,400 miles of roads, we are reluctant to take on the additional hand maintenance part of it. Morgan added that DEQ continues to hand down more of these types of requirements, but the new requirements are not sensitive to maintenance limitations. Stich said there's a good chance Coburg will take on the maintenance of the swales – as they've expressed interest and are mobilized to do so. Barry said we will probably see the maintenance of storm water evolve over time, for example the county now has to have a storm water plans to comply with new Clean Water Act requirements. Bodner asked why the bike paths have been widened to six feet from five and a half, and if the bicycle traffic warrants this. Stich said ODOT prefers to see a standard of six feet for safety due to the volume of semi-trucks in this area; the bike lanes also provide extra room for truck turning movements. Stich said once the Board of Commissioners approves the design concept, they will move into an estimated 16 month process of Right-of-Way acquisition beginning the end of this year through March of 2011. Additionally, if the noise study being done dictates the need of a sound wall, ODOT will need more time for additional Right-of-Way acquisition. Stich added, if we can get approval from the Board, and Coburg City Council approval in July, the project will be on track for 2011 construction. Bodner asked why it takes so long to acquire strips of land. Stich said there are relocations of properties and negotiations of prices and there's a lot of care and additional process to go through for businesses that are currently operating in a facility. Anderson asked when the true designs showing property lines will come out. Stich said approximately four months from design approval, as ODOT will spend two months developing the descriptions, and two months on the appraisal process that allows them to show property owners the exact measurements. Barry added she recently learned why it's more complicated for ODOT than the county to go through this process of putting plans together, and it's because ODOT can't get a release from FHWA to start spending the funds and working on the plans until after all of these other things happen. Barry added for example, if it were a county project, we would already have engineering drawings completed to review as part of this design concept approval process. Wilcox said he hopes this development decision isn't based on too narrow of an industrial based/economic pyramid. Wilcox said it seems structures like these are built and then something changes in the economy, and then people leave just like the area towards Creswell that is now a ghost town. Anderson said that this example north of Creswell shouldn't be referenced because it was built back in the 50's and has been closed for nearly 30 years. Stich added that area doesn't have the infrastructure like Coburg does. Continuing the overview of the project, Stich said they have minor unresolved issues with wetland encroachments and pedestrian bridges that may affect property acquisitions. Stich said earmark funding expires this September, so the design approval needs to move quickly. General discussion ensued. Chair Anderson excused himself from voting and left the room due to a conflict of interest.

Vice Chair Radabaugh asked for a motion to approve or disapprove the design concept.

Motion: Fleming moved to approve the design as-is; Goldstein seconded; All present voted in favor.

V. REVIEW FIVE YEAR ROAD FUND FINANCIAL PLAN (Marsha Miller & Tanya Heaton)

Heaton provided a road fund financial summary and five-year projection spreadsheet. Miller said the Board just approved the county budget as of this morning. Heaton focused on FY 09/10 projections

and explained this shows no service level changes and that we are overspending what we are receiving by seven million, dipping into the reserve. Heaton explained the prudent person reserve is like a savings account for seasonal cash flow purposes and is currently 23 million. Heaton reviewed each year and explained the changes that will take place. General group discussion ensued. Wilcox asked why fees and charges go down on line 15. Heaton answered because the services we are paid for will go down. Bodner asked about the line item referencing CIP. Miller answered this is mainly for preservation and not for new projects. Heaton said we need to reduce annual expenses by 20 million, and the current plan is to reduce over two to three years beginning in FY 11-12. Heaton explained Option two give us time to see what else can develop with other funding opportunities and plan for any necessary reductions. Miller said we are holding many positions open to soften the blow ahead when we must begin staff reductions and to help with future reorganization.

VI. 2009 LEGISLATION UPDATE (Bill Morgan)

Morgan handed out documents on Senate Bill 944, House Bill 2001, and several other bills of interest. Morgan said there are hundreds of bills that are introduced, but our discussion today will focus on House Bill 2001. Morgan said this bill has been approved by the house and the senate and is waiting for the Governor's signature. The bill should begin going into effect October 2009 and parts of the bill will be phased in, such as the 6% gas tax increase. The funding stream to Lane County actually starts slow in 2010 with about \$1.5 million, \$4.5 million in 2011, and \$7 million by the third year – so we don't really receive full funding from the bill until the third year. Morgan explained the funding is split 50 percent to ODOT, 20 percent to the city, and 30 percent to the county. Morgan said Lane County has 8.8 percent of all registered vehicles in the state – excluding recreational vehicles. Bodner asked if all recreational vehicle fees go to parks. Barry said she believed parks only receive a percentage. General group discussion ensued. Morgan reviewed major highlights on page five including a four-year moratorium on any new county gas tax or vehicle registration fee, so Lane County could only pursue these local funding streams after four years has passed. Morgan reviewed 2009 bills of interest and said a lot of labor rights bills are being focused on. General group discussion ensued

Barry reviewed Senate Bill 944 otherwise known as the Lane County "ACT" bill, and provided a background summary. Barry explained that Lane County is the only county whose boundary is contiguous with an Area of ODOT, with Area 5 of Region 2 being the name of the ODOT area, of which Sonny Chickering is the Area Manager. Barry said ODOT has a system of Area Commissions on Transportation and they are usually composed of more than one county with a group of public and private citizens that serve on the ACT, and who make recommendations on priorities for spending transportation funds, usually for state highway facilities. Barry added that at least 50 percent are elected officials. Barry said our county elected not to have an ACT because of that contiguous boundary issue because there was a concern among some of the Board of Commissioners that this would be giving authority now held by the Board of Commissioners who are elected by the people of Lane County, over to an appointed body-the ACT- who are in turn appointed by the Oregon Transportation Commission, the OTC, which is appointed by the Governor. Barry said however, these ACT's are up and running so although we are not "playing" they continue to operate and prioritize projects without our participation. Instead of participating in an ACT, Transportation Planning takes the spending priority processes through Board instead of an ACT, and sends out notices and holds public hearings at our Board – who acts as the ACT, and we give OTC the Board's recommendation. Barry said some object that we don't have an ACT, in particular small city representatives, because smaller cities don't have a seat at the table like they possibly would if there were an ACT here, and they perceive that they get less money for facilities in their cities as a result, because they see that most of the funding priorities are in the Eugene-Springfield metro areas. Barry said it could be a perception and not necessarily a reality, since there is inherently greater need for transportation facilities in the metro area. She noted that the City of Veneta City Manager persuaded Senator Prozansky and Representative Holvey to sponsor SB 944 because of their concern, and it passed, and requires Lane County to create a charter for an ACT. She said Mr. Chickering worked with Commissioner Stewart to start an ACT on a voluntary basis, in lieu of this, but it didn't come together. Barry said overall, all this bill says is that we must report and prepare a charter. Barry said down the road, this may affect how things are brought up for discussion at the RAC and how the RAC participates in priority setting.

VII. REVIEW 09/10 COMMITTEE OBJECTIVES AND GOALS

Motion: Bodner moved to have this item brought back to next meeting due to lack of time. Goldstein seconded. All present voted in favor.

VIII. SCHEDULE FUTURE MEETINGS (postponed until next meet/review 2010 calendar)

IX. OPEN/OTHER:

Goldstein said he can't agree completely with the West Eugene Collaborative (WEC) stating their work won't affect county roads because the quote he received through ODOT is that 23,600 vehicles per day travel through west 11th. Goldstein said it's an interesting statistic for us to keep in the back of our minds.

X. NEXT MEETING – July 22, 2009

Meeting adjourned @ 7:50 p.m.

Christy Mosier
Transcribing Secretary