

W.6.a.

AGENDA COVER MEMO

DATE: October 29, 2003

TO: Lane County Board of Commissioners

DEPT: Public Works

PRESENTED BY: Sonny Chickering, County Engineer

AGENDA ITEM TITLE: IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR NORTH GAME FARM ROAD MP 0.413 TO MP 1.69 BASED ON THE DESIGN CONCEPT IN EXHIBIT B; AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

I. MOTION

Move adoption of Board Order.

II. ISSUE OR PROBLEM

Should the Board adopt the Roads Advisory Committee's recommended design concept for North Game Farm Road as presented?

III. DISCUSSION

A. Background

North Game Farm Road is a Major Collector road that runs along the northeast edge of the City of Eugene Urban Growth Boundary. In general, North Game Farm Road serves as a connection between Springfield and Eugene, Springfield and Coburg, and Coburg Road, Crescent Avenue, and the Beltline/Gateway area. The Urban Growth Boundary (UGB) is positioned down the center of a majority of the roadway. The improvement project proposal is to modernize the roadway by bringing the road up to urban standards along the west side, within the UGB, and rural standards along the east side, outside of the UGB. The limits of the project are from the intersection of Coburg Road, south to the Eugene-County line just south of Old Coburg Road. The section of North Game Farm Road going south from the City-County line to the I-5 overpass is not included in this project, but is planned to be built in the next 3 to 5 years by the City of Eugene. The County project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 04/05 fiscal year, and the current estimated costs are \$2,000,000 for construction and \$200,000 for right-of-way (R/W) acquisition.

Staff held an open house public meeting in Eugene on July 9, 2003. The Roads Advisory Committee (RAC) subsequently held a Public Hearing on the project on July 23, 2003. Written comments were received until August 1, 2003. A total of 23 separate written and verbal comments were received (see Attachment 1). A list of comments is summarized in Exhibit B to the Board Order.

The RAC reviewed the public meeting record and adopted recommendations and findings specifying a design concept for North Game Farm Road on August 27, 2003 (see Attachment 1 for minutes). The recommended design concept is attached as Exhibit B to the Board Order.

B. Analysis

A major intersection within the project is the Crescent Drive/Armitage Road intersection at, approximately milepost (MP) 0.948. Several requests have been made to the Department of Public Works for a signal or some other improvement to make this intersection safer.

Aware of this concern, the County Traffic Engineer conducted a warrant study to determine if a traffic signal at this location would meet design and safety standards. It was concluded that the intersection did meet at least one warrant for a traffic signal, which could be incorporated into any improvement project adopted by the Board of Commissioners.

With this in mind, the Transportation Planning Section developed three (3) options for the public to consider in addressing the Crescent Drive/Armitage Road intersection:

Option 1: Realign Armitage Road with Signal

This option realigns approximately 900 feet of Armitage Road to bring it to a perpendicular approach with North Game Farm Road. This option proposes a signal installation at the new intersection.

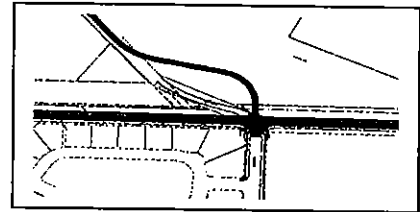


Figure 1

Option 2: Separate Armitage Road from Crescent Drive

This option represents an effort to separate the high volume of turning movements at Crescent Drive from those coming out of Armitage Road. The intent being to reduce the number of conflicts at Crescent Drive while squaring up Armitage Road with North Game Farm Road.

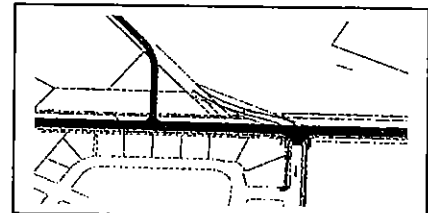


Figure 2

Option 3: Roundabout at Crescent Drive with a realigned Armitage Road

This option realigns Armitage Road as in Option 1 and utilizes a modern roundabout instead of a traffic signal for intersection control.

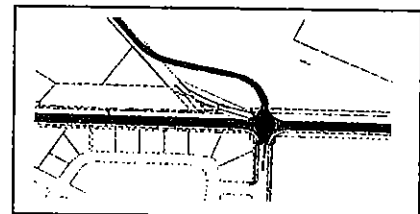


Figure 3

These options were presented at the public Open House and again at the Roads Advisory Committee's public hearing on the project. Please see the Major Issues – Public Testimony section of Exhibit B to review specific public comments on the options.

Preferred Option

The Roads Advisory Committee and staff recommend the design concept that incorporates Option 1 for the Crescent Drive/Armitage Road intersection.

Major issues

Of the 22 written comments received, 8 gave outright support and 14 supported the project with conditions. There were no comments that did not support the project.

The Department received two written comments during the 30-day comment period for review of the Roads Advisory Committee's recommendation. The concerns raised are addressed in the design concept document.

The Roads Advisory Committee deliberations identified three specific elements of the project proposal.

1. Curbside vs. Setback sidewalks

The original design drawings presented to the public incorporated curbside sidewalks. In response to testimony submitted by the City of Eugene Transportation staff, the RAC felt that setback sidewalks (with a planter strip for landscaping) would provide a better buffer between pedestrians and vehicles. The use of setback sidewalks requires adjacent property owners to maintain the planter strips. In this corridor, there are many houses with rear lot lines that are fenced and staff has concerns that the planter strips will not be maintained adequately. The RAC felt that increases in safety for pedestrians outweighed any potential inconveniences in rear lot line maintenance.

2. Speed Zone

The entire project length is under the Basic Rule as defined by Oregon Vehicle Code 811.100, not to exceed 55 mph. The RAC discussed whether or not to request a speed study before or after the project is constructed. Timing of the speed zone study is important because if you perform the study before improvements are made (curb, gutter, sidewalk, etc.) the speed zone is likely not to change and the design of the project will proceed accordingly. In this case, horizontal and vertical curvature will be designed for a 60 mph design speed consistent with design standards except at two curves at the west end of the project limits.

However, if the improvements are made and then a speed study is performed, the improvements may affect the speed cars are comfortable traveling and could end up reducing the posted speed. The argument being, that if one waits to do the speed zone study, it may result in an over-designed roadway.

The Roads Advisory Committee is recommending, upon approval of a design concept by the Board, that the Public Works Department request a speed investigation from ODOT for this section of North Game Farm Road to determine if a speed zone should be established.

3. Side-slope design

An issue was raised in public testimony concerning a vegetative buffer that exists between North Game Farm Road and residents on the east side of the roadway. The residents are outside of the UGB, and they requested that measures be taken to preserve this buffer. The original design included 6:1 side slopes on the drainage ditch along the east side of the road. The Roads Advisory Committee is recommending that steeper 4:1 slopes be used in areas where doing so will help save the trees. Typically, for the parameters specified for this project, 6:1 slopes are recommended, but 4:1 is allowed.

For ease of construction and uniformity reasons, staff recommends using 4:1 slopes throughout the entire project as a standard. This is reflected in the design concept in Exhibit B.

Land Use Considerations

Zoning within the project area on lands within the County's land use jurisdiction (outside of the urban growth boundary) is Exclusive Farm Use, 30-acre minimum (E-30).

The realignment aspect of Option 1 requires a Special Use Permit pursuant to LC 16.212(4)(r). This permit is required for land use decisions that involve 'discretion', i.e., where the criteria for approval are subjective. The purpose of the process is to provide public notice and opportunity for appeal.

C. Alternatives/Options

1. Adopt Board Order approving the design concept as presented in Exhibit B to the Order, which generally includes a continuous center turn lane, setback sidewalk, curb and gutter on the west side, rural paved shoulder and ditch on the east, and Option 1 for the Crescent Drive/Armitage Road intersection.
2. Revise Board Order as Board sees fit.
3. Do not adopt the Board Order and do nothing.

D. Recommendations

1. The Roads Advisory Committee and staff recommend Alternative/Option 1.

E. Timing

The Capital Improvement Program shows the North Game Farm Road project scheduled for construction in the summer of 2005. Board action is needed to keep the project on delivery schedule.

IV. IMPLEMENTATION/FOLLOW-UP

Upon adoption of this Board Order approving the design concept for North Game Farm Road from MP 0.413 TO MP 1.69, Public Works staff will prepare a right-of-way plan to

accommodate the alignment, road width, and other requirements of the road. They will also pursue all necessary planning actions, acquire right-of-way, and prepare plans and specifications. They will also request that a speed zone investigation be performed by the Oregon Department of Transportation.

V. ATTACHMENTS

BOARD ORDER

EXHIBIT A – Right-of-Way Acquisition List

EXHIBIT B – Design Concept and Findings

ATTACHMENT 1 – North Game Farm Road Public Record as of 10/13/2003

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.

IN THE MATTER OF APPROVING A PROJECT DESIGN
CONCEPT FOR NORTH GAME FARM ROAD MP 0.413 TO
MP 1.69 BASED ON THE DESIGN CONCEPT IN
EXHIBIT B; AND AUTHORIZING STAFF TO PREPARE A
RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT
THE ROAD, PURSUE ALL NECESSARY PLANNING
ACTIONS AND PREPARE PLANS AND SPECIFICATIONS
FOR IMPROVEMENT OF SAID ROAD.

WHEREAS, improvement of North Game Farm Road, MP 0.413 TO MP 1.69, has been approved for funding through adoption of the FY 2003-04 through FY 2007-08 Capital Improvement Program; and

WHEREAS, special assessments shall be levied for urban improvements as outlined in Lane Code 15.600 through 15.645; and

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

WHEREAS, a public hearing was held by the Roads Advisory Committee on July 23, 2003 to consider improvement of this portion of North Game Farm Road; and

WHEREAS, on August 27, 2003 the Roads Advisory Committee reviewed the public meeting record and the report prepared by County staff, and adopted recommendations and findings specifying a design concept for North Game Farm Road, MP 0.413 TO MP 1.69; and

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

WHEREAS, The Board considered the Roads Advisory Committee's recommendation on October 28, 2003; and

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

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

ORDERED, that the Board approve the project design concept identified in EXHIBIT B for the improvement of North Game Farm Road, MP 0.413 TO MP 1.69, based on the findings in EXHIBIT B; **AND, BE IT**

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

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

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

RESOLVED, that the cost of the improvements be assessed to the benefiting properties in accordance with the Lane County Special Assessment Policy as outlined in Lane Code Chapter 15 and ORS 371.625 and 371.640, which states that the cost of assessable items be assessed to the abutting properties on a cost per front foot basis which is determined in the following manner: curbs and gutters by the linear foot; sidewalks by the square yard, excluding driveway sections and driveways by the square yard; plus engineering and administrative costs; **AND, BE IT**

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

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

DATED this _____ day of _____ 2003.

Peter Sorenson, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 10/17/03 lane county
Jessie J. Smith
OFFICE OF LEGAL COUNSEL

IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR NORTH GAME FARM ROAD MP 0.413 TO MP 1.69 BASED ON THE DESIGN CONCEPT IN EXHIBIT B; AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

EXHIBIT A

**Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
N. GAME FARM RD (MP 0.41 - MP 1.69)**

Parcel Number	Tax Lot Information	Account Number	Name and Address
1346-01	17-03-09-31 TL #800	1431673	SCHRAM CHARMALEE 3699 COBURG RD EUGENE, OR 97401-
1346-02	17-03-09-31 TL #900	0148849	SCHRAM CHARMALLE 3699 COBURG RD EUGENE, OR 97401-
1346-03	17-03-09-31 TL #1000	0148864	EUGENE CHRISTIAN FELLOWSHIP 89780 N GAME FARM RD EUGENE, OR 97401-
1346-04	17-03-09-31 TL #1100	0148872	EUGENE CHRISTIAN FELLOWSHIP 89780 N GAME FARM RD EUGENE, OR 97401-
1346-05	17-03-09-31 TL #200	0148542	NORTHWEST PIPELINE CORP PO BOX 58900 AD VALOREM TAX MS 10453 SALT LAKE CITY, UT 84158-
1346-06	17-03-09-31 TL #100	0148500	HOLLAND RONNY G 1220 MARSH ST SAN LUIS OBISPO, CA 93401-
1346-07	17-03-09-00 TL #2806	1446705	WIPER CHARLES JR & M 80% 4222 COMMERCE ST EUGENE, OR 97402-
1346-08	17-03-09-00 TL #2800	0148724	WIPER CHARLES JR & M 80% PO BOX 5037 BEND, OR 97708-
1346-09	17-03-09-00 TL #2802	1405446	EUGENE CHRISTIAN 89780 GAME FARM RD EUGENE, OR 97401-

EXHIBIT A

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
N. GAME FARM RD (MP 0.41 - MP 1.69)

Parcel Number	Tax Lot Information	Account Number	Name and Address
1346-10	17-03-09-00 TL #2807	1468055	EUGENE CHRISTIAN FELLOWSHIP 89780 N GAME FARM RD EUGENE, OR 97401-
1346-11	17-03-09-00 TL #2803	0148765	BUSSELL WARREN R 89670 GAME FARM EUGENE, OR 97401-
1346-12	17-03-16-12 TL #300	1418514	WOSTMANN PAUL A & DEBORAH J 1575 SE BROOKWOOD AVE HILLSBORO, OR 97123-
1346-13	17-03-16-12 TL #200	1418506	WOSTMANN PAUL A & DEBORAH J 1575 SE BROOKWOOD AVE HILLSBORO, OR 97123-
1346-14	17-03-16-12 TL #6900	1630910	KUYKENDALL JAMES & KRISTA 2853 MARTINIQUE AVE EUGENE, OR 97408-
1346-15	17-03-16-12 TL #6800	1630902	MOCK GLENDA 2849 MARTINIQUE AVE EUGENE, OR 97408-
1346-16	17-03-16-12 TL #6700	1630894	ANSLOW & DEGENEAULT INC 1953 GARDEN AVE EUGENE, OR 97403-
1346-17	17-03-16-12 TL #6600	1630886	ROWE CHRIS T & KINDLE PERKINS 1367 NAPA VALLEY LN EUGENE, OR 97404-
1346-18	17-03-16-12 TL #6500	1630878	VELURE LYLE C & MARGARET H 2835 MARTINIQUE AVE EUGENE, OR 97408-

EXHIBIT A

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
N. GAME FARM RD (MP 0.41 - MP 1.69)

Parcel Number	Tax Lot Information	Account Number	Name and Address
1346-19	17-03-16-12 TL #6400	1630860	HAYTER-STEVENSON G JOAN 2831 MARTINIQUE AVE EUGENE, OR 97408-
1346-20	17-03-16-12 TL #6300	1630852	PRESTON CHRISTOPHER & ALICIA 2827 MARTINIQUE AVE EUGENE, OR 97408-
1346-21	17-03-16-12 TL #6200	1630845	PREVEDELLO JOHN A & LISA G 2823 MARTINIQUE AVE EUGENE, OR 97408-
1346-22	17-03-16-12 TL #405	1583648	MURAVEZ RUDOLPH C & KAREN S 2779 BARBADOS DR EUGENE, OR 97408-
1346-23	17-03-16-12 TL #404	1583630	LEYVA OSCAR & DIANA 2771 BARBADOS DR EUGENE, OR 97408-
1346-24	17-03-16-12 TL #403	1583622	HUGHES REX I & KRISTA K 2765 BARBADOS DR EUGENE, OR 97408-
1346-25	17-03-16-12 TL #402	1583614	ANDERSON WILLIAM B & M R 2757 BARBADOS DR EUGENE, OR 97408-
1346-26	17-03-16-00 TL #106	1134814	HOILAND LAND COMPANY LLC 89899 COBURG RD EUGENE, OR 97408-
1346-27	17-03-16-00 TL #2700	1255395	SOUTHERN PACIFIC TRANSP CO 1700 FARNAM ST UNION PACIFIC CORP OMAHA, NE 68102-

EXHIBIT A

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
N. GAME FARM RD (MP 0.41 - MP 1.69)

Parcel Number	Tax Lot Information	Account Number	Name and Address
1346-28	17-03-15-00 TL #900	0150142	HARMON LARRY G 3556 MAHLON AVE EUGENE, OR 97401-
1346-29	17-03-16-13 TL #4300	1583549	RAYL RICHARD C JR & S M 2749 BARBADOS DR EUGENE, OR 97408-
1346-30	17-03-16-13 TL #4200	1583531	RAYL RICHARD C JR & S M 2749 BARBADOS DR EUGENE, OR 97408-
1346-31	17-03-16-13 TL #4100	1583523	MCINTYRE WILLIAM C & KRISTY 2735 BARBADOS DR EUGENE, OR 97408-
1346-32	17-03-16-13 TL #5000	1645918	ZACORN LLC PO BOX 10167 EUGENE, OR 97440-
1346-33	17-03-16-41 TL #300	0150878	NORTHWEST PIPELINE CORP PO BOX 58900 AD VALOREM TAX MS 10453 SALT LAKE CITY, UT 84158-
1346-35	17-03-09-11 TL #300	1255387	SOUTHERN PACIFIC TRANSP CO 1700 FARNAM ST UNION PACIFIC CORP OMAHA, NE 68102-
1346-36	17-03-16-41 TL #200	1424108	OR DEPT OF TRANSPORTATION TRANSPORTATION BLDG RD #411 SALEM, OR 97310-
1346-37	17-03-16-41 TL #201	1598695	MML PROPERTIES LLC PO BOX 7668 EUGENE, OR 97401-

Friday, October 17, 2003

Page 4 of 5

EXHIBIT A

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
N. GAME FARM RD (MP 0.41 - MP 1.69)

Parcel Number	Tax Lot Information	Account Number	Name and Address
1346-38	17-03-16-41 TL #100	1255403	BAXTER DONALD G 3862 FRIAR CRT SALEM, OR 97302-
1346-39	17-03-21-11 TL #200	0179521	EUGENE WATER & ELEC BOARD PO BOX 10148 EUGENE, OR 97440-

Friday, October 17, 2003

Page 5 of 5

LANE COUNTY BOARD OF COMMISSIONERS
ADOPTED DESIGN CONCEPT AND FINDINGS

North Game Farm Road Improvement Project

October 28, 2003

BACKGROUND

North Game Farm Road is a Major Collector road that runs along the east edge of the City of Eugene Urban Growth Boundary (UGB). Major Collectors are used primarily to channel traffic from neighborhoods to arterials, and to provide connection to commercial or industrial districts in urban areas. In rural areas, major collectors provide connections from outlying areas to the arterial system (primarily state highways). In general, North Game Farm Road serves as a connection between Springfield and Eugene, Springfield and Coburg, and serves as a local connection to I-5 via Beltline Road. The road is unique in that the Urban Growth Boundary for the City of Eugene is positioned down the center of a majority of the roadway; and, the improvement project proposal is to modernize the roadway by bringing the road up to urban standards along the west side, within the UGB, and rural standards along the east side, outside of the UGB. The limits of the project will be from the intersection of Coburg Road, south to the Eugene-County line just south of Old Coburg Road. The section of North Game Farm Road going south from the City-County line to the I-5 overpass is not included in this project, but is planned to be built in the next 3 to 5 years by other jurisdictions. The project is identified in the Eugene-Springfield Transportation Plan (TransPlan) as project #654. This project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 04/05 fiscal year, and the current estimated costs are \$2,000,000 for construction and \$200,000 for right-of-way (R/W) acquisition.

A major intersection within the project is the Crescent Drive/Armitage Road intersection at approximately milepost (MP) 0.948. Several complaints have been received by the Department of Public Works requesting that a signal or some other improvement be constructed to make this intersection feel "safer".

Aware of this concern, the County Traffic Engineer conducted a warrant study to determine if a traffic signal at this location would meet design and safety standards. It was concluded that the intersection did meet at least one warrant for a traffic signal, which could be incorporated into any improvement project adopted by the Board of Commissioners.

With this in mind, the Transportation Planning Section developed three (3) options for the public to consider in addressing the Crescent Drive/Armitage Road intersection:

Option 1: Realign Armitage Road with Signal

This option realigns approximately 900 feet of Armitage Road to bring it to a perpendicular approach with North Game Farm Road. This option proposes a signal installation at the new intersection.

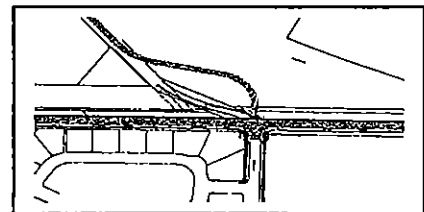


Figure 1

Option 2: Separate Armitage Road from Crescent Drive

This option represents an effort to separate the high volume of turning movements at Crescent Drive from those coming out of Armitage Road. The intent being to reduce the number of conflicts at Crescent Drive while squaring up Armitage Road with North Game Farm Road.

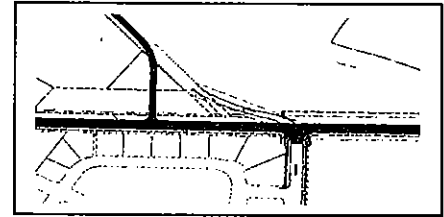


Figure 2

Option 3: Roundabout at Crescent Drive with a realigned Armitage Road

This option realigns Armitage Road as in Option 1 and utilizes a modern roundabout instead of a traffic signal for intersection control.

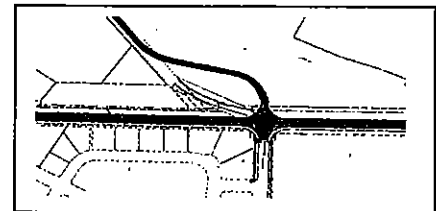


Figure 3

These options were presented at the public Open House and again at the Roads Advisory Committee's public hearing on the project. Please see the Major Issues – Public Testimony section of this document to review specific public comments on the options.

RECOMMENDED DESIGN CONCEPT

The Board of Commissioners adopts the following design concept that incorporates Option 1 for the Crescent Drive/Armitage Road intersection.

- **Alignment**

Besides North Game Farm Road, there are other intersecting streets that are affected by the project. Alignment options are as follows.

North Game Farm Road – The proposal will generally follow the existing centerline for the entire length of the project. A centerline shift of approximately 10 feet to the east will occur from engineering Station 7+43 (just north of the southern driveway of Eugene Christian Fellowship) to Station 59+22 (just south of Old Coburg Road). This centerline shift is being proposed to minimize right-of-way impacts on the developed properties along the west side of North Game Farm Road. These properties have fences placed near the property line.

Old Coburg Road – The intersection of Old Coburg Road at North Game Farm Road will be improved with curb, gutter and sidewalk. These features will better delineate the intersection, as opposed to the “wide-open” asphalt intersection that currently exists. No alignment shift is proposed.

Crescent Avenue and Armitage Road – The proposal is to realign Armitage Road for approximately the first 900 feet and bring Armitage Road into the intersection perpendicular to North Game Farm Road. Currently, the intersection is at a very awkward angle, making turning movements and decision making difficult. The proposed perpendicular alignment is possible by introducing a reverse curve with approximately 90 feet of tangent length starting at Crescent Avenue, and proceeding to a point back to the existing alignment of Armitage Road. The proposed alignment shift varies from 0 feet to a maximum of about 160 feet to the south of the current roadway center line.

Coburg Road – The proposal is to tie into the existing alignment and geometry at Coburg Road, and to install a signal based on design volumes and speeds. Pedestrian crossings will also be safer at the intersection due to the new signalization and installation of marked crosswalks.

- **Typical Section**

North Game Farm Road – As previously discussed, the roadway typical section will include elements of both urban and rural typical sections to reflect the geographic location of North Game Farm Road along the Urban Growth Boundary. Based on the design speed and general road classification and volumes, the typical section will incorporate a two-way center turn lane for the entire length of the project. This turn lane will provide for a safe and consistent corridor design, as outlined below.

3-Lane Urban/Rural Design
Old Coburg Road to Coburg Road

- Two 11-foot wide travel lanes (1 in each direction)
- One 12-foot wide two-way center turn lane
- Two 6-foot wide Bike Lanes
- One 5-foot wide setback sidewalk (east side)

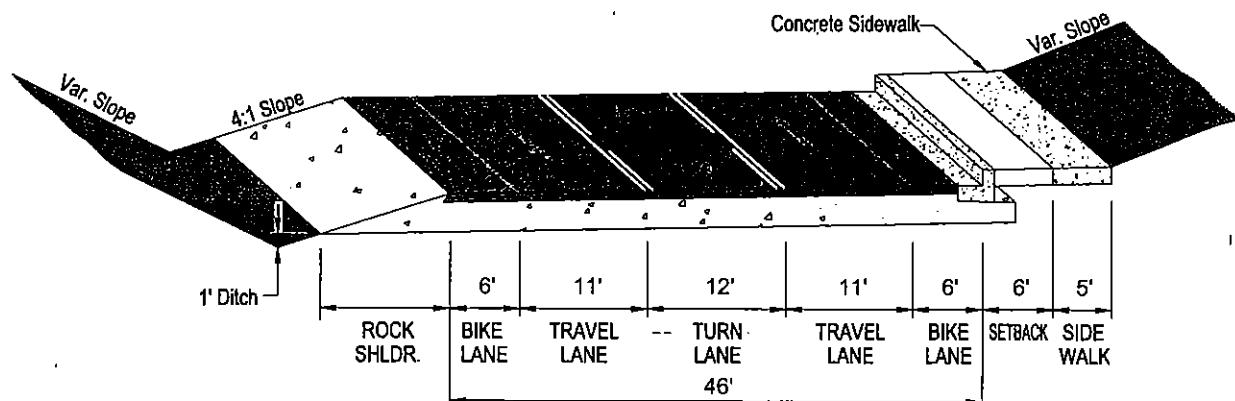


Figure 4

Armitage Road – Armitage Road will remain a two-lane rural road. It is being designed to fit the new proposed County Design Standards to be adopted early in 2004, and it will be designed as further outlined below.

2-Lane Rural Design
Armitage Road

- Two 12-foot wide travel lanes (1 in each direction)
- Shoulder ditches for roadside drainage
- Rock shoulders for vehicle safety

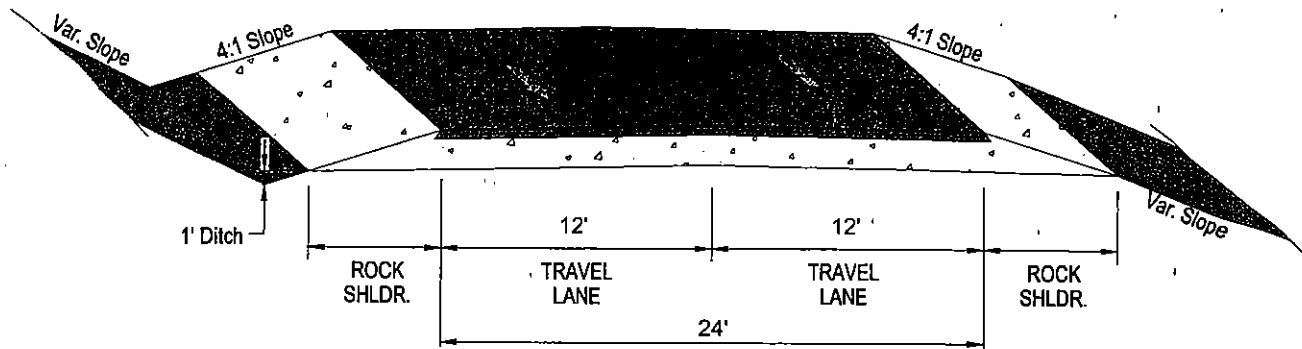


Figure 5

- **Standards**

The project shall be designed in accordance with the 2001 American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy On Geometric Design of Highways and Streets*. Traffic control, signing, and signal devices shall comply with the *Manual on Uniform Traffic Control Devices, Millennium Edition* and Oregon Supplements. The Department is also utilizing the draft design standards to be considered by the Board and planned for adoption by early 2004.

- **Design Speed**

The design speed for North Game Farm Road is 60 mph except at the curves at the west end of the project limits. These will continue as they are. The design speed for Armitage Road is 25 mph. These design speeds are used to design the horizontal and vertical alignments, as well as the final signing, striping and transitions.

- **Right-of-Way Widths**

Armitage Road - The realignment of Armitage Road will be established on new right-of-way 60 feet in width from approximately Station 0+00 to Sta. 9+00. One property owner will be impacted by this proposal.

North Game Farm Road - The existing right-of-way width along N. Game Farm Road is approximately 60 feet. Based on very preliminary design, the maximum project right-of-way width is projected to be 100 feet. The additional 40 feet is proposed to be taken from the east side of the roadway corridor and is mainly due to the need for an adequate paved

shoulder, side slope, ditch, and back slope. The east side of the road is predominantly undeveloped, and most of the right-of-way acquisition would take place in an old 60-foot wide Southern Pacific Rail Road corridor that has been abandoned. Some of the old railway corridor has been purchased over the years by adjoining landowners, while some of it is still under fee ownership of the railroad company. Approximately 10 parcels will be impacted by the project, involving 6 different property owners. Exact right-of-way requirements will be developed upon adoption of this design concept and upon further design of the roadway.

- **Additional Design Exceptions**

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

MAJOR ISSUES - PUBLIC TESTIMONY

Staff held an open house public meeting in Eugene on July 9, 2003. The Roads Advisory Committee subsequently held a Public Hearing on the project on July 23, 2003. Written comments were received until August 1, 2003. A total of 23 separate written and verbal comments were received. A list of comments is summarized below with a Board of Commissioners response, when applicable.

1. Do you support the improvement project as proposed? (22 comments)

Support – 8

Support with conditions – 14

Do not support – 0

2. Is there an intersection Option that you prefer over the others? (18 comments)

Option 1 (Realign Armitage Road and install a signal) – 7

Option 2 (Separate Armitage from Crescent) – 5

Option 3 (Roundabout) – 4

Other - 2

3. Support for Roundabout Option/Oppose Roundabout Option. (8 comments)

Three (3) written comments specifically supported the roundabout option, while five (5) others specifically opposed roundabouts.

4. Support the establishment of bike lanes. (4 comments)

Four (4) written comments specifically supported the establishment of bike and/or pedestrian facilities on North Game Farm Road.

5. Request the County establish a speed zone along North Game Farm Road. (4 comments)

A concern was voiced about the speed of vehicles along North Game Farm Road. The entire project length is under the Basic Rule as defined by Oregon Vehicle Code 811.100, not to exceed 55 mph.

The Committee recommends, upon approval of the design concept by the Board, that the Department request a speed investigation from ODOT for this section of North Game Farm Road to determine if a speed zone should be established.

6. Do not support curb, gutter and sidewalk improvements on the east side of North Game Farm Road, near Coburg Road, as proposed. (3 comments)

Those who commented on this felt the improvement was unnecessary since the sidewalk will not extend to the south until the property to the east is within the UGB. Under current assessment policy, they also felt it placed a financial burden on property owners within the UGB.

The subject portion is at the north end of the project limits, extending from the intersection at Coburg road to approximately 680 feet to the south along the east side of North Game Farm Road. According to Department information, this area is within the Eugene Urban Growth Boundary and therefore is subject to the urban design standards and assessment methodology set forth by Code.

The Board supports the establishment of urban improvements and applying the County assessment policy along this portion of the east side of North Game Farm Road that is within the existing UGB.

- 7. - Option 2 (separating the intersections of Armitage and Crescent) would not solve the problem of people having to enter onto North Game Farm Road with traffic traveling at speeds of 55 mph or greater. (2 comments)**
- If Option 2 is adopted, a signal should be installed at Armitage. (2 comments)
- The offset intersection of Option 2 would make it difficult to turn left onto North Game Farm Road during peak times. (1 comment)

These comments were combined as they all dealt with the same option. Option 2 was presented by staff as an alternative to reduce conflict points for traffic turning on and off of Armitage Road. By separating the two intersections of Armitage and Crescent, the same amount of turning volumes would be spread into two different intersections. The proposal would also eliminate the complaints that the angle of the existing intersection of Armitage and North Game Farm Road is awkward. Although the option does not stop traffic on North Game Farm Road at Armitage, it still proposes the installation of a traffic signal at the intersection of Crescent, which is approximately 480 feet beyond the proposed Armitage intersection. The traffic signal at Crescent would make it easier than today to make a left turn onto North Game Farm Road, as it would provide longer gaps due to the downstream signal. Speeds might also be reduced on North Game Farm Road due to the signal at Crescent.

Given the close proximity of the proposed Armitage intersection under Option 2, and that the intersection would not meet acceptable signal warrants found in the *Manual on Uniform Traffic Control Devices* (MUTCD), a signal at the T-intersection of Armitage would not be recommended. In addition, a redundant signal as suggested could possibly cause excessive delay, increase the rate of violation and contribute to an increase in the accident rate.

The Committee does not support modifying Option 2 by adding another signal at the proposed Armitage Road intersection in addition to the signal proposed at Crescent Avenue.

- 8. – Narrow/reduce the width of North Game Farm Road north of Crescent Avenue/Armitage Road to just two lanes with paved shoulders. (2 comments)**
- No need for continuous center turn lane. (1 comment)

As previously outlined, the roadway typical section will include elements of both urban and rural typical sections to reflect the geographic location of North Game Farm Road along the Urban Growth Boundary. Based on the design speed and general road classification and volumes, the typical section will also incorporate a two-way center turn lane for the entire length of the project. This turn lane will provide for a safe and consistent corridor design. Staff evaluated if a 2-lane section north of Armitage/Crescent would be viable. The combination of left turn lanes and deceleration tapers at the different intersections and major drive approaches were overlapping, thereby producing a road that could not meet the current design specifications.

It should be noted that a two-way left turn lane, according to State Driver Manual, can also be used to turn from a side street or driveway as long as the motorist stops, waits for traffic to clear before merging into traffic in the lane immediately to the right. The continuous center turn lane will provide for safe and efficient left turn storage at these intersections and approaches, and can be used by vehicles entering the traffic stream according to state law.

- 9. - Oppose all widening being taken from east side of roadway. (1 comment)**
- Widening should be taken equally from both sides. (1 comment)

The additional 40 feet proposed to be taken from the east side of the roadway corridor is mainly due to the need for an adequate paved shoulder, side slope, ditch, and back slope. The east side of the road is predominantly undeveloped, and most of the right-of-way acquisition would take place in an old Southern Pacific Rail Road corridor that has been abandoned.

- 10. Constructing a wide street will increase demand for development in the area (1 comment)**

There are probably a variety of factors that increase demand for development in our area. In general, demand for transportation improvements are identified through the County's Capital Improvement Program (CIP), which relies on area-wide transportation plans to identify transportation needs. The CIP is a 5-year plan designed to improve the safety, utility, and efficiency of the existing road network, plan for future growth in traffic volumes, reduce maintenance costs, conserve fuel, accommodate alternative transportation modes, and promote economic development. Additional growth on the east side of this corridor will not be possible unless there is a process to move the Urban Growth Boundary.

- 11. Put a drainage system on east side instead of a large ditch. (1 comment)**

The option of installing a drainage pipe on the east side of the roadway instead of a ditch was evaluated early in the process, but was determined to be too costly. Typically, county facilities operate by shoulder ditch, which also saves overall construction and maintenance dollars.

12. - Widening will impact septic system. (1 comment)

- Widening on east side would result in significant costs to Williams Northwest Pipeline facilities. (1 comment)**

Impacts to existing utilities or to improvements located on lands to be acquired will be further evaluated in the design and acquisition process. Staff is already working with the gas pipeline company to give them up to one year of advance time in order for them to relocate their facility.

13. - Leave Armitage Road as-is. (1 comment)

- All that is needed is a signal at Crescent Avenue/Armitage Road (1 comment)**
- A way should be found to modify Options 1 & 3 that less severely impacts property owners. (1 comment)**

These comments question the need to realign Armitage Road instead of providing a perpendicular intersection meeting design standards. Additional information addressing this comment can be found later in this document under the heading of "Proposed Realignment of Armitage Road".

14. - County should factor in the extension of Chad Drive. (1 comment)

- The extension of Chad Drive should follow abandoned Game Farm Road alignment along Beltline Road. (1 comment)**

The County and the City of Eugene have been discussing the future extension of Chad Drive, and it is our understanding that the City plans on construction in 2007. As such, the city will be starting their project development process at a later date. The improvements in this project are intended to match the improvements the city will install, which will include a 3-lane street section. With the future extension of Chad Drive, the signal and realignment at Armitage/Crescent will be even more critical.

15. - Flooding has occurred along Armitage Road up to North Game Farm Road. (1 comment)

- Options 1 & 3 places Armitage Road within the Floodplain. (1 comment)**
- Options 1 & 3 need large amounts of fill. (1 comment)**

Currently, both North Game Farm Road and Armitage Road are elevated above the adjacent farmland and, during the flooding of 1996, acted as dikes to contain the floodwaters. The realignment would, in the opinion of one commenter, increase the area that was flooded in 1996 by altering the existing landscape, and thereby affecting the identified floodplain area.

Portions of the farmland area adjacent to Armitage Road are identified as floodplain. As such, the Department will have to acquire a Lane County floodplain permit to construct the realignment of Armitage Road. The requirements for the permit call for a "No Rise Certification" that finds the flood level for this particular flood area will not rise more than one (1) foot as a result of construction. One way to accomplish this is to provide equalizing culverts under the new roadbed, which allow floodwater access to the land between existing Armitage Road and the realigned Armitage Road. Other methods to mitigate impacts to the floodplain will be explored by the Department to satisfy the requirements of the Floodplain permit.

16. - Support curbside sidewalk. (1 comment)

- Encouraged to apply City of Eugene Arterial and Collector Street Plan design standards (i.e., at least 6-foot wide planter strip, 8 to 10-foot wide setback sidewalks). (1 comment)**

The original design drawings presented to the public incorporated curbside sidewalks. In response to testimony submitted by the City of Eugene Transportation staff, the RAC felt that separated sidewalks would provide a better buffer between pedestrians and vehicles. The use of setback sidewalks requires adjacent property owners to maintain the planter strips. In this corridor, there are many houses with rear lot lines that are fenced and staff has concerns that the planter strips will not be maintained adequately. The Board concurs with the RAC's findings and feels that increases in safety for pedestrians outweigh any potential inconveniences in rear lot line maintenance.

17. Direct storm water runoff to the west side of North Game Farm Road as opposed to the proposal to direct it to the east. (1 comment)

If the storm water runoff was directed to the west side of North Game Farm Road, there would be higher overall project costs due to installation of pipe or establishment of roadside ditches and back slopes requiring additional right-of-way. This right-of-way would be taken from established back yard properties, resulting in higher cost and impact.

18. - Option 2 cuts through private property causing impacts to business; divides parcel, loss of large trees. (1 comment)

- Options 1 & 3 create useless farmland and impacts trees. (1 comment)**
- The proposal would remove a tree-lined buffer along the east side of the roadway. (2 comments)**

Right-of-way acquisition will be evaluated on a case-by-case basis through future negotiation with individual property owners. Impacts to businesses, property, trees and farmland will be assessed at that time and will be part of the final negotiation process. Additional information regarding impacts to Exclusive Farm Use is specified in the "Policy Framework Section" later in this document.

19. The project is too expensive. (2 comments)

The Roads Advisory Committee and the Board of County Commissioners set priorities on the expenditure of Lane County Road Funds. Whether this project is worthwhile in relation to other road fund priorities is an appropriate question. The project is identified in the Eugene-Springfield Transportation System Plan (TransPlan). Lane County Public Works Staff concurs that this project is consistent with other efforts around the county to upgrade substandard roads. The health, safety and welfare of the public are of primary concern and this project would provide needed safety improvements to this section of roadway.

20. The County ought not zone our area for farm use, on the one hand, while taking away rural character and urbanize it on the other. (1 comment)

The rural character of the east side of the road that is outside of the UGB is being maintained. No urban improvements like curb, gutter and sidewalk are being proposed on the east side. During the design process, staff will work to avoid unnecessary clearing and grubbing of vegetation, especially along the east side of the corridor.

21. If the County is open to re-zoning our land south of the intersection (Old Coburg Road) of Option 1, I would favor Option 1. (1 comment)

Rezoning of property is initiated by property owners and is processed by the City of Eugene. This road project cannot address rezoning of properties.

22. Can we keep existing accesses? (1 comment)

In general, the County tries to maintain existing accesses as long as they meet minimum design and safety standards. The Department is open to discussing specific accesses on a case-by-case basis.

23. Stripe northbound shoulder as a bike lane. (1 comment)

Based on policy, the County does not typically stripe a dedicated bike lane on rural road sections. In this case, the County Traffic Engineer has evaluated the striping issue given the urban/rural component to the road design. The design concept has been changed to reflect establishing a designated bike lane on both sides of the roadway.

24. Options 1&3 will place proposed road too close to EWEB poles. (1 comment)

Survey crews have located the EWEB power poles in question, and design staff has designed the realignment of Armitage Road with these poles in mind. The Department will continue to coordinate with the utility company.

25. Options 1 & 3 could make Crescent/Armitage more congested. (1 comment)

It is the intent of the design to make this intersection safer and more efficient by the installation of the modernization features. Doing nothing to this intersection may also create additional congestion.

26. Be aware of "FCC laws" for radio stations and how moving power poles can effect operation of antennae. (1 comment)

Staff is willing to further discuss this concern and coordinate if necessary.

27. Support signal at Coburg and North Game Farm Road. (1 comment)

This intersection is meeting traffic signal warrants at this time and the intersection was designed and built to incorporate a future signal.

28. Turn pockets (left turn lanes) on Coburg Road should be extended past certain driveways in conjunction with new signal. (1 comment)

This comment will be further evaluated during the design process. In general, the intersection will be designed for safety and function to serve the traveling public. Modifications may be made to serve adjacent accesses if they do not compromise safety and design standards.

FINDINGS

- **Existing Road Conditions**

The existing North Game Farm Road is characterized as a rural two-lane roadway with 2 12-foot wide travel lanes with little or no shoulder and roadside ditches. Serving as a Major Collector, North Game Farm Road sees frequent use of bicyclists and pedestrians, despite the lack of space provided for these modes of travel. Bicyclists have to use a travel lane and pedestrians typically use the grassy area just off of the pavement edge for travel.

Lane County road inventory data shows that the pavement condition along North Game Farm Road is nominally "Good" with a condition rating of 80.

- **Average Daily Traffic**

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

<u>Location</u>	<u>Count</u>	<u>(Year)</u>
At Beltline	7800	(1997)
At Armitage	7700	(2001)
At Coburg Road	3150	(2001)

Table 1
Average Daily Traffic for project roadways

Traffic is expected to grow at a rate that will not keep up with demand that can be accommodated with existing geometry, especially at the urban intersections and major driveways. It is also certain that the extension of Chad Drive in the future will impact future traffic growth in the area.

- **Urban Growth Boundary**

North Game Farm Road is bisected by the Eugene Urban Growth Boundary (UGB) for a majority of its length. At approximately MP (milepost) 1.400 (Eugene Christian Fellowship) the UGB veers to the east thereby encompassing the remaining length of North Game Farm Road to MP 1.69 entirely within the boundary.

This is important for the application of appropriate design standards, which are different depending on location within or outside the UGB. For improvements within a city UGB, the County typically applies urban design standards that include curb, gutter and sidewalk improvements with the addition of marked bike lanes. For improvements outside a city UGB, the County typically applies rural design standards that include widened paved shoulders and drainage ditches. The proposal contained herein is consistent with the past application of design standards by the County.

- **Proposed Realignment of Armitage Road**

The 2001 American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy On Geometric Design of Highways and Streets*, Chapter 9, specifically addresses acute angle intersections:

"Regardless of the type of intersection, for safety and economy, intersecting roads should generally meet at right angles. Roads intersecting at acute angles need extensive turning roadway areas and tend to limit visibility, particularly for drivers of

trucks. Acute-angle intersections increase the exposure time for vehicles crossing the main traffic flow."

and

"Once a decision has been made to realign a minor road that intersects a major road at an acute angle, the angle of the realigned intersection should be as close to 90 degrees as practical."

The proposed project is consistent with AASHTO in realigning Armitage Road so that it becomes perpendicular (90 degree) to North Game Farm Road.

The Board finds that considering the potential traffic volumes and urban development in the area, that the squaring up of the Armitage Road intersection is consistent with current engineering practice and safety standards.

- **Proposed Continuous Center Turn Lane on North Game Farm Road**

There is a direct safety benefit to separating through traffic from left turning vehicles on major roadways such as North Game Farm Road.

Staff evaluated if a 2-lane section north of Armitage/Crescent would be viable. The combination of left turn lanes and deceleration tapers at the different intersections and major drive approaches were overlapping, thereby producing a road that could not meet the current design specifications.

The Board finds that, given the spacing of intersections and major driveways with the design speed of 60 mph for North Game Farm Road, that a continuous center turn lane is appropriate for the improvement.

- **Proposed Alternative Modes Accommodation**

The Transportation Planning Rule (TPR) of the Oregon Administrative Rules (OAR 660-12) requires the County to construct bikeways along arterials and major collectors during reconstruction projects. Striped bike lanes and sidewalks provide space for these modes of travel within urban areas. Paved shoulders provide the accommodation of bicycles and pedestrians, as well as providing additional recovery area for vehicles and better visibility of vehicles entering the roadway in rural settings.

The proposed improvement incorporates both urban and rural improvements that specifically facilitate alternative mode use along North Game Farm Road.

- **Environmental**

There are three areas that have been tentatively identified as wetlands along the project. A majority of these areas fall within the existing roadside ditches on the road right-of-way with a total wetland area of under 0.25 acres that fall within the project limits. The Engineering Division's environmental specialists are still studying final determination of jurisdictional authority and actual impact area.

- **Policy Framework**

The proposal is subject to requirements of the Oregon Transportation Planning Rule and Lane County Rural Comprehensive Plan, which includes the Lane County Transportation and Master Road Plan.

Compliance with the Oregon Transportation Planning Rule, Lane County Rural Comprehensive Plan, and Lane County Transportation and Master Road Plan

This project involves right-of-way acquisition, adding a continuous median turn lane, and road realignment.

Zoning within the project area on lands within the County's land use jurisdiction (outside of the urban growth boundary) is Exclusive Farm Use, 30-acre minimum (E-30). Compliance with zoning requirements demonstrates consistency with the Rural Comprehensive Plan. LC 16.212(3)(i) states the following is allowed as a permitted use in the E-30 zone:

- (i) Reconstruction or modification of public roads and highways, including the placement of utility facilities overhead and in the subsurface of public roads and highways along public right of way, but not including the addition of travel lanes, where no removal or displacement of buildings would occur, or new parcels result.*

The continuous median turn lane is for turning purposes and not a travel lane. As such the project, with the exception of the realignment, is consistent with the permitted use clause in LC 16.212(3)(i) above.

The realignment aspect of the project requires a special use permit pursuant to LC 16.212(4)(r), which permits the following:

- (r) Roads, highways, and other transportation facilities, and improvements not otherwise allowed by LC 16.212 and that comply with these requirements:
- (ii) As allowed by OAR 660, Division 12, subject to the conditions and standards as set forth in OAR 660-012-0035 and 660-0065 and LC 16.212(1)(f) through (g) below.

The TPR, 660-012-0065(3)(d) states that "realignment" is consistent with Goal 3, Agricultural Lands. Oregon Administrative Rules (OAR) for Agricultural Lands, 660-033-0120 and 130, allow realignments with notice and opportunity for a hearing (i.e., a special use permit is required under this OAR provision). Findings and conclusions establishing consistency with the state and local approval criteria are specified in LC 16.212(10)(f) through (g) and will be made as part of the special use permit process.

Compliance with the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan)

The project is identified in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) as project #654.

The proposed project conforms to the TransPlan goals in that it upgrades an urban collector street to appropriate standards. The project specifically provides for a safe and efficient transportation system through bicycle and pedestrian improvements, access management and increased capacity as a determined need. The project is also supportive and responsive to the adjacent neighborhoods and land uses.

ATTACHMENT 1

Public Record for North Game Farm Road Improvement Project

Open House Notification Post Card mailed 7/1/2003	1-1
Information Sheet provided at Open House 7/9/2003	1-2
Public Hearing Notification Post Card mailed 7/14/2003.....	1-9
Original Written Testimony Sorted by Last Name	1-10
Minutes of Roads Advisory Committee meeting on 7/23/2003	1-43
Minutes of Roads Advisory Committee meeting on 8/27/2003	1-47
Written Testimony Received during 30-day Public Review of Roads Advisory Committee Recommendation	1-51



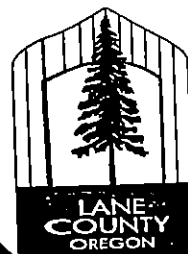
**Road
Information
Meeting
Ahead**



**BE
PREPARED
TO
GO**

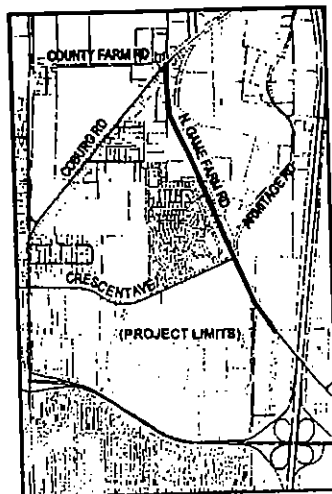
**YOUR SUGGESTIONS
are needed to help Lane County
Public Works make the best
decisions on improving North Game
Farm Road from the Eugene City Limits
to Coburg Road.**

North Game Farm Road Improvements (from Eugene City Limits to Coburg Road)



General Information

- An improvement project funded by Lane County's Capital Improvement Program (CIP).
- If approved by the Board of Commissioners, construction will begin the summer of 2005.
- The improvements will include a center turn lane, two travel lanes, bike lanes, curb, gutter, sidewalks on the west side of the roadway, a paved shoulder and ditch on the east and intersection improvements.
- The project is in the public input phase which is your opportunity to attend the public meeting and help shape its development.



Major Design Features

- Two travel lanes.
- Continuous center turn lane.
- Bike lanes.
- Curb, gutters, and sidewalks on west side.
- Paved shoulder and ditches on east side.
- Signal installation at Coburg Road.
- Improvement options at Crescent/Armitage including realignment with signalization, separation of the two intersections or a roundabout design.

We need your comments

- Funds have been earmarked for this project.
- Community support is needed to develop plans and move toward construction



**Open
House**

4:30-7:00 p.m.

**Lane County Public Works
3040 N. Delta Hwy.**

**Wed
July 9**

Open House Format

- An informal opportunity to review and discuss the proposed improvements with County staff before a formal public hearing scheduled for July 23, 2003.

North Game Farm Road Improvement Project

Eugene City Limits to Coburg Road



Open House

Lane County Public Works
3040 N. Delta Highway, Eugene
July 9, 2003
4:30pm-7:00pm

- **Open House Format**

5:00 p.m. Project Presentation by Lane County Public Works Staff

6:00 p.m. Will be repeated

5:20 p.m. Question and Answer Time

6:20 p.m. Will be repeated

*Public Hearing with Roads Advisory Committee (RAC) scheduled for July 23, 2003

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

The purpose of this Open House is to introduce Lane County's proposed improvement project to property owners, interested parties and agencies. This open house is in preparation for a separate public hearing that will take place on July 23, 2003 to gather testimony regarding the proposed improvements. Tonight, you will have an opportunity to view the project plans and mark them up with comments and suggestions. You will also have an opportunity to address County Staff in an informal setting to discuss the project and let us know what you think. The Public Hearing on July 23rd will be your opportunity to give oral or written testimony that establishes a public record for the project.

- **General Information**

North Game Farm Road is identified in TransPlan as a potential improvement project. TransPlan is the Eugene/Springfield metro area transportation system plan, and it makes provisions to meet the local transportation demand over a 20-year planning horizon while improving quality of life and mobility. North Game Farm Road is a Minor Collector street connecting traffic entering north of Eugene (Coburg) to Beltline and Springfield. North Game Farm Road has been identified as needing urban improvements (bike lanes, turn lanes, curbs, gutters and sidewalks). Similarly, connecting intersections such as Crescent Drive, Armitage, Old Coburg Road and Coburg Road are identified as needing improvements. In general, as more people use this street for walking, biking and car travel, the need for safer and more efficient facilities for all transportation modes has increased.

North Game Farm Road has multiple jurisdictions between I-5 and Coburg Road. At the I-5 overpass structure, the Oregon Department of Transportation (ODOT) has jurisdiction, while the City of Eugene has jurisdiction from I-5 to just south of Old Coburg Road. The County has jurisdiction from about Old Coburg Road to Coburg Road. The upgrade of the Lane County portion (Eugene City Limits to Coburg Road) of North Game Farm Road has been programmed for improvement in the summer of 2005. On-going discussions are taking place with the City of Eugene and ODOT regarding inclusion of their respective segments of North Game Farm Road in the County project.

Major elements of the proposed construction project include:

- Sidewalks on urban (west) side only
- Curbs and gutters on west side only.
- Traffic signal installation at Coburg Road
- Intersection improvements at Crescent/Armitage. (See Options 1,2 & 3)
- Striped bike lane on west side of street
- Paved shoulder on east side of street
- Storm drain system
- A continuous center turn lane for safety and possible accommodation for future Bus Rapid Transit route.

- **Design Elements**

Sidewalks

Typically, when the County improves a road adjacent to the Urban Growth Boundary such as North Game Farm Road, the construction of urban improvements is proposed only on the urban side within the urban boundary. This includes curbs, gutters, driveways, and sidewalks. The east side, fronting the rural farmland designation will remain rural in nature, with no sidewalks, curb or gutter planned.

Current Lane County Code requires assessment of the costs associated with curb, gutter and sidewalk improvements to abutting property owners. The amount of the assessment would be based on actual construction costs of the improvement on a front footage basis. This cost has been approximately \$25.00 - \$30.00 per front foot on recent projects of similar size and scope. Since the County anticipates going to construction in the summer of 2005, this translates to sometime in early 2006 when final assessments are levied against abutting properties. At that point, abutting property owners, who now have curb, gutter and sidewalk improvements across their properties, will have a choice of either paying in full, entering into a 10-year payment program offered by the County, or seeking your own financing. If you would like more information on payment options for the assessments, please contact the Lane County Public Works Right-of-Way Management Section at 682-6900 or speak to Public Works Staff this evening.

Bike Lanes

Designing an urban improvement project involves allocating space for a variety of travel modes. The paved travel lanes are for vehicles, the sidewalks are for pedestrians, and bike lanes are established for bicycles. This separation of travel modes is primarily done for the safety of all road users. On rural roads, the County provides space for alternative modes by paving the shoulders. This project proposes to provide 6-foot wide paved shoulders on the east side of the roadway for this purpose as well as increase the safety of the roadway.

Center Turn Lanes

A continuous center turn lane is proposed for the full length of the project. This allows for vehicles turning into driveways or side streets to get out of the travel lane fully, thus reducing the chance of rear-end collisions. Center turn lanes can also help vehicles coming out of driveways by giving drivers a refuge area to pull into in order to safely merge with traffic rather than gunning for an open spot in the lane.

Lane Transit District (LTD) has also expressed interest in using North Game Farm Road as part of an overall Bus Rapid Transit (BRT) Route. BRT is designed to carry people from point to point in a shorter amount of time than a conventional bus route. If constructed, BRT facilities on North Game Farm Road would become part of a loop between downtown Springfield, the Gateway area and the proposed Coburg Road BRT route.

Improvements at Key Intersections

The project also proposes to improve the intersection of North Game Farm Road at Crescent Avenue and Armitage Road. Various options are currently being evaluated and will need your input. Improvement alternates include realignment with signalization, separation of the two intersections, and another option to create a Roundabout. Please look at the attached alternatives and give us your feedback, preference or suggestions.

In addition, traffic signal warrants are currently being met at the intersection of Coburg Road and North Game Farm Road. In response to this, Lane County is proposing to construct a traffic signal at this intersection.

We will also be proactively addressing any other potential operational deficiencies in the nearby transportation system network. The final design and Improvements will be closely coordinated with other agencies such as Eugene, Springfield, ODOT, and LTD, to name a few.

- **Process**

Today's open house is your opportunity to become acquainted with the project and ask questions about the general scope of work. On July 23, 2003, we will offer you an opportunity for formal testimony. After that hearing, comments received will be organized and presented to the Lane County Roads Advisory Committee (RAC) along with a staff recommendation on a design concept and findings. After the RAC adopts a recommendation for a project design concept, a packet of the recommended design concept and findings will be mailed to all interested parties and abutting property owners. This mailing starts a 30-day comment period for the public to respond to the design concept and findings. If more than 50% of the abutting property owners oppose the project in writing, the Board of County Commissioners will hold its own public hearing before making a final decision. Ultimately, the Board of County Commissioners will be the deciding body on this project. If the Board of County Commissioners approves the project, right-of-way acquisition and final design drawings will begin.

- **How do I comment on the proposed project?**

We are encouraging you to take advantage of the open house this evening in an effort to educate yourself about our proposal. We would like you to develop specific comments and present them at the formal hearing scheduled for July 23, 2003 either verbally or submitted in written form. The record for the hearing will stay open until August 1, 2003, so if you cannot make the hearing, you will still be able to submit written testimony afterward.

Written. Written comments may be submitted anytime up until 5:00pm on August 1, 2003.

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

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

mike.russell@co.lane.or.us

- **Notification**

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

FAQ's

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

Who provides funding for this project?

Funding for the project is currently approved in the County's Capital Improvement Program (CIP) with construction programmed in fiscal year 2005. Projects in the CIP are funded by the County's Road Fund. Revenue for the Road Fund comes primarily from Highway Fund Transfers (approx. 42%) and Federal Timber Receipts (approx. 48%). The remainder comes from interest earnings from investments, Federal Aid, and other smaller sources. No property taxes go to the Road Fund. Only road items, as defined by the Oregon Constitution, can use Road Fund monies. Abutting property owners will be assessed only for the proposed curb, gutter and sidewalk improvements to North Game Farm Road under the County's current assessment policy.

What about impacts to wetlands?

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

Initial surveys indicate a possibility of wetland impacts along the east side of North Game Farm Road.

What about acquiring private property?

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

How long will the construction last?

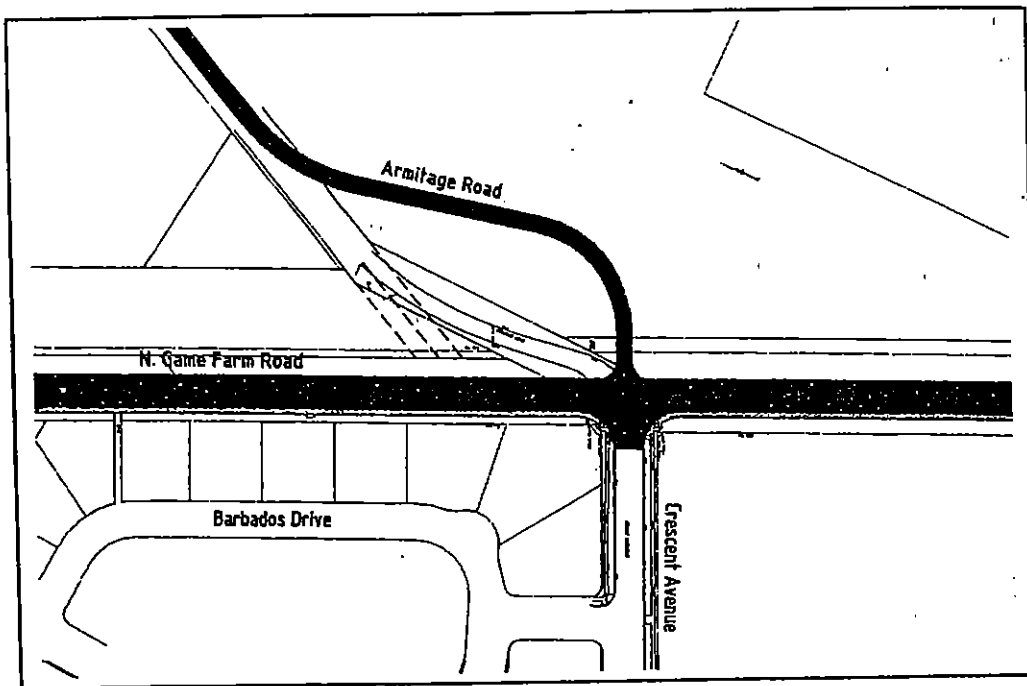
Utility relocation usually starts in March with a lot of activity as each utility has their own crews relocating in anticipation of the street improvements. Actual street construction will probably start in June if the weather cooperates. A project like this should be completed by November of the same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

Can I build my portion of the curb, gutter and sidewalk myself?

We do not allow property owners to construct segmented improvements on our construction projects. There are several good reasons for this. First, in order to construct the improvements, property owners need to know exactly where to construct the curb, gutter, sidewalk, and possibly storm drainage to match our project. Our design is progressing, but final design will not be complete until just before we open bids for the project. Adjustments are made to the design all the way up until advertising for bids, usually three weeks before bid opening. By the time property owners get the most current information our contractor will be on-site and starting to work. Second, in order for property owners to construct any improvements on County right-of-way, a facility permit is needed. We will not issue a permit in this case since we plan to do the improvements. Third, it is impractical for the County to excavate, grade, and construct the roadway except for individual property frontages. Finally, and probably most importantly, quality control of construction would suffer if we allowed this. To ensure a uniform looking, high quality product, the County prefers to construct the whole project.

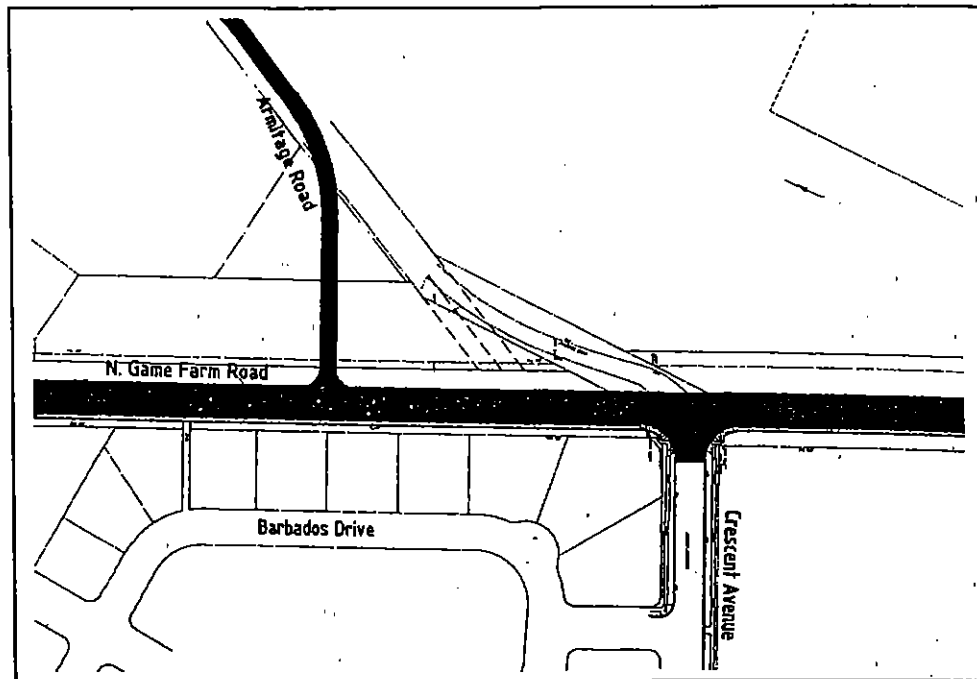
Design Options for the Intersection of North Game Farm Road at Crescent Avenue and Armitage Road

In your review of the proposed design concept this evening, we are asking for your advice regarding three options for improving the safety and operation of the Crescent/Armitage intersection on North Game Farm Road. What follows is some thoughts regarding the pros and cons of the various options put together by Lane County Public Works staff in an effort to get your feedback. Please feel free to ask questions as some of the statements below are technical in nature and may need further explanation. We would be happy to discuss any further questions you have about the project anytime over the next several months as we try to develop the final design of the project.



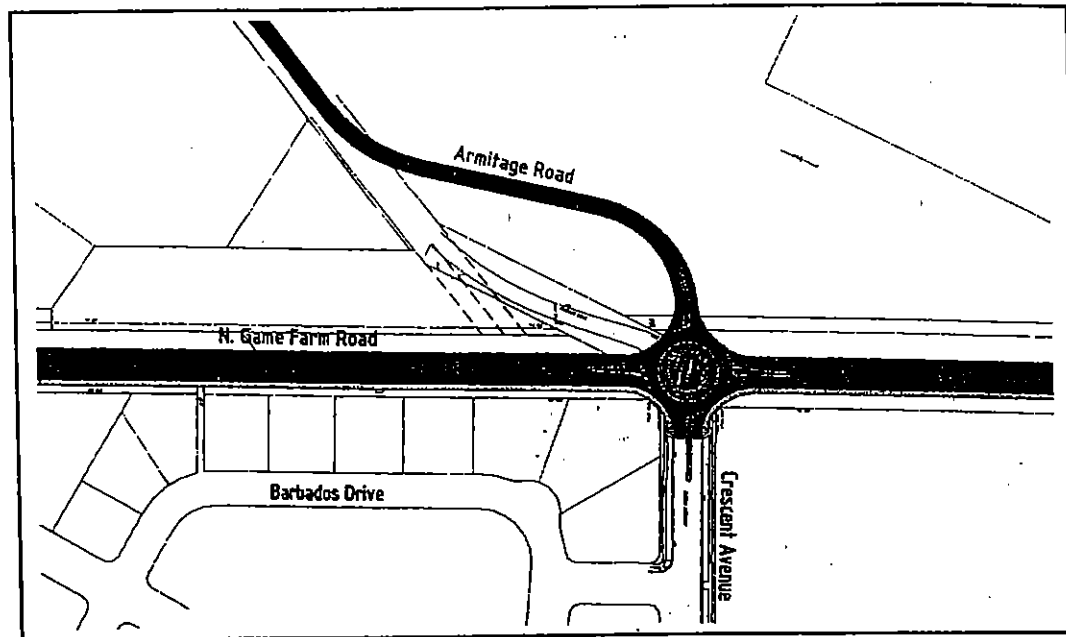
OPTION 1 – Realign Armitage Road

PROS	CONS
"Squares up" Armitage Road at Crescent Avenue providing a cleaner 4-way intersection.	Requires significant acquisition of private property
Signalizes Crescent Avenue and Armitage Road providing better intersection control for all legs.	Although not currently zoned appropriately, this may encourage development along Armitage Road, thus increasing demand on the intersection in the future.
Public requested signal.	Signal costs are high, including on-going costs for energy and maintenance



OPTION 2 – Separate Armitage Road from Crescent Avenue

PROS	CONS
Separates relatively low volumes of traffic on Armitage Road from high volumes of turning movements at Crescent Avenue.	Introduces an additional intersection between Coburg Road and Crescent Avenue. This may be problematic as traffic volumes increase on North Game Farm Road.
Signal at Crescent Avenue provides better intersection control and would provide gaps at new Armitage Road intersection, especially during peak hours.	North Game Farm Road traffic will still travel at relatively high speeds across the new Armitage Road intersection.
Public requested signal at Crescent.	May cause headlights of vehicles to shine into houses across from Armitage intersection at night.
Maintains “local road” nature of Armitage Road by separating it from the two higher-class roads. (North Game Farm Road: Minor Collector, Crescent Avenue: Minor Arterial)	Armitage is stop-controlled at North Game Farm Road and entering vehicles will need to yield.
Requires less right-of-way acquisition than OPTIONS 1 and 3.	



OPTION 3 – Roundabout at Crescent Avenue and Realigned Armitage Road

PROS	CONS
Intersection geometry and lower operational speeds yield less severe and fewer accidents.	Drivers may not like the geometric delays that force them to divert their cars from a straight path.
Traffic yields rather than stops to wait for a green light.	Relatively high approach speeds on N Game Farm Road need consideration.
“Squares up” Armitage Road at Crescent Avenue providing a cleaner intersection.	Roundabouts are not as familiar to drivers as a traditional signalized intersection.
Provides a traffic calming affect in area near roundabout.	Will require the most right-of-way acquisition compared to other alternates.
Lane County has experience with this type of traffic control at the intersection of Green Hill Road and Barger Avenue in West Eugene.	
Opportunities for landscaping in the center island that could increase aesthetic appeal consistent with the neighborhood.	
Less energy and maintenance than a signalized intersection	



YOUR SUGGESTIONS
are needed to help Lane County
Public Works make the best
decisions on improving North Game
Farm Road from the Eugene City Limits
to Coburg Road.

North Game Farm Road Improvements (from Eugene City Limits to Coburg Road)

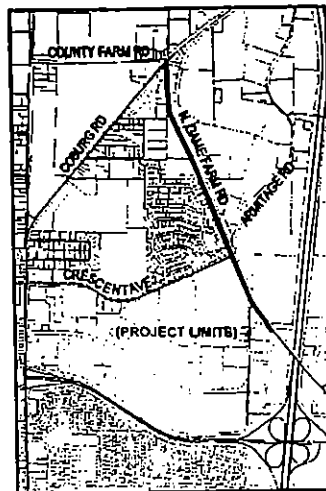


General Information

- An improvement project funded by Lane County's Capital Improvement Program (CIP).
- If approved by the Board of Commissioners, construction will begin the summer of 2005.
- The improvements will include a center turn lane, two travel lanes, bike lanes, curb, gutter, sidewalks on the west side of the roadway, a paved shoulder and ditch on the east and intersection improvements.
- Lane County's assessment policy will apply to adjacent properties benefiting from curb, gutter and sidewalk improvements. Current projects of similar type and scope are running \$25-\$30 per frontage foot for these improvements.

Major Design Features

- Two travel lanes.
- Continuous center turn lane.
- Bike lanes.
- Curb, gutters, and sidewalks on west side.
- Paved shoulder and ditches on east side.
- Signal installation at Coburg Road.
- Improvement options at Crescent/Armitage including realignment with signalization, separation of the two intersections or a roundabout design.



We need your comments

- Funds have been earmarked for this project.
- Community support is needed to develop plans and move toward construction

Public Hearing

7:00 p.m.

Lane County Public Works
3040 N. Delta Hwy.

Wed.
July 23

Public Hearing Format

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

For more information contact Mike Russell, CIP Coordinator, 541-682-6949 (1-800-826-8978 County residents only). Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 Or e-mail, mike.russell@co.lane.or.us. To comment on-line, visit our website at www.co.lane.or.us under Public Works Engineering Division. Meeting location is wheelchair accessible. Interpreter for the hearing impaired can be provided with 48 hours notice prior to meeting.

COMMENT SHEET



Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday August 1, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.

PROJECT: Game Farm Road North Improvement

Name Bill & Shelly Andersen

Address 2757 Barbados Drive

Mailing Address See Above

Eugene, Oregon 97408

Phone 549-1559

- | | Support | Support with
conditions
(please explain in
Comments section) | Do Not
Support
(please explain in
Comments section) |
|---------------------------------------------------------------------------------------|--------------------------------|-----------------------------------------------------------------------|--------------------------------------------------------------|
| 1. In general, do you support the improvement project as proposed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Option 1
(Realign Armitage) | Option 2
(Separate Armitage
from Crescent) | Option 3
(Roundabout) |
| 2. Is there an Intersection Option that you prefer over the others? If so, which one? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3. Is there another option you feel we should consider? Please explain below. | | | |

Comments:

Curbside sidewalk only, No offset sidewalk
with planter area. Roundabout would be a great traffic
calming device

(continue on back)

Anslow & DeGeneault, Inc.

Signature Homes

1953 Garden Avenue

Eugene, Oregon 97403

541-484-0070

CCD #49169 Fax 617-0646

www.adhomes.com email: A&D@adhomes.com

7/22/03

Attn: Mike Russel, Lane County Public Works

Re: North Game Farm Road Improvements

Mike,

Our company, Anslow and DeGeneault, Inc., has entered into an agreement with the owners of a 36 acre plot located at the southwest corner of the intersection of Game Farm Road and Crescent Avenue (Map 17-03-16-13 TL 5000). Under this agreement, we will be involved in the construction of about sixty houses in Hawthorne Estates, a new 120 lot subdivision (PUD) currently in the approval process with the City of Eugene.

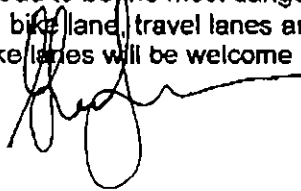
Thus, we have a direct interest in the improvements to Game Farm Road, where it abuts this property, and in the intersection of Game Farm with both Crescent Avenue and Chad Drive. Previously, we built about 60 houses in Crescent Meadows, the subdivision on the north side of Crescent Avenue, at this intersection. In the course of that work over the last five years, I have had hundreds of trips to this site, by both Crescent Avenue and Game Farm Road. Additionally, I frequently ride my bicycle down Game Farm Road on the way up the valley. Thus, I have more than passing familiarity with this road and intersection.

First, I understand that the materials on exhibit at the informational meeting on this project failed to accurately reflect the plans of the City of Eugene in connecting Chad Avenue to Game Farm Road. As this will have a major effect on use and traffic counts on the various roads, I would think work done to date relies on incomplete information, and thus should be reconsidered.

Secondly, I understand one alternate proposal is to locate a roundabout at this intersection. (Crescent Avenue and Game Farm Road) Based on my experience with usage of Game Farm Road, I would urge you to not pursue this alternate. I have observed the experience with the roundabouts on Greenhill Road, and suspect that this design will experience the same problems evident there. I also worry that a roundabout may be a disincentive to use of that intersection, pushing people to use the local roads in our new subdivision for through traffic. Given current budget constraints, we don't need any more Ayers Road fiascos. Let's build a normal, reliable and predictable intersection here, once, and save our money for other more important matters, of which the County has an ample supply.

Lastly, (on personal grounds, I want to support creation of bike lanes in both directions on Game Farm Road. I ride regularly to Harrisburg, Corvallis, McMinnville, etc., and find this stretch of road to be the most dangerous to me on the whole route. People drive fast, there is no bike lane, travel lanes are narrow, and there is little or no shoulder. The addition of bike lanes will be welcome to bicyclists.

Thank you,
Gordon Anslow



RUSSELL Mike L

From: Rasafix@cs.com
Sent: Wednesday, July 16, 2003 1:18 PM
To: mike.russell@co.lane.or.us
Subject: (no subject)

Categories: NoHTML

Lane County Public Works

In regard to the proposed North Game Farm Road Improvement Project my wife and I would like to go on record as being 100 percent for it. We have lived at our present address on North Game Farm 40 years this year. We feel that it is a long time in coming as the road is a danger to motorists, bicyclists and pedestrians in its present form. The only thing we are sorry for is that we have to wait until 2005. We are for the # 1 proposal on crescent and armitage road as our feelings are that it is the safest way to go. One final thought is that the speed limit should be dropped from the basic rule to 40 max.

Sincerely, Warren R. BUSSELL
89670 N. Game Farm Rd.
Eugene Oregon 97408

July 28, 2003

Re: North Game Farm Road Improvement Project
Northwest Pipeline Corporation - 89861 North Game Farm Road

Northwest Pipeline Corporation (successor to El Paso Natural Gas Company), doing business as Williams Northwest Pipeline (Northwest), has received and reviewed the North Game Farm Road Improvement Project information package and has the following comments:

- 1) Northwest supports the installation of sidewalks, curbs, gutters, etc. (Improvements) on the west side of North Game Farm Road. However, we feel Improvements installed on the east side of North Game Farm Road in the area of Northwest's property would be of little benefit to the public and would be at significant cost to Northwest. Northwest's employees access the property by vehicle and to the best of our knowledge there is only one other residence at the general location that might benefit from such Improvements.
- 2) Northwest recommends that Lane County evaluate redirecting drainage to the West Side of North Game Farm Road, thereby limiting impact to property owners and potentially assisting with project cost containment.
- 3) Should Lane County decide on widening North Game Farm Road on the east side, it would result in significant costs to relocate Improvements on Northwest's property, including fence and natural gas pipeline facilities, etc.

Thanks for the opportunity to comment on the North Game Farm Improvement Project. Northwest looks forward to continued involvement in the siting process. I can be reached at (360) 666-2106 if you would like to discuss any of the comments or if you have questions.

Jan B. Camp
Northwest Pipeline Corporation

RUSSELL Mike L

From: David Crabtree [dscrabtree@earthlink.net]
Sent: Monday, July 21, 2003 8:11 PM
To: mike.russell@co.lane.or.us
Subject: Proposed North Game Farm Road Improvements

Dear Mr. Russell,

At the July 9th Open House, we were encouraged to submit our comments on the proposed changes to North Game Farm Road. My wife and I have discussed the various issues and submit these comments for your consideration.

We applaud the county's commitment to making North Game Farm Road safer. It is a very dangerous road currently. Drivers coming from the north treat it like a highway. People coming from the south and those entering on Crescent treat it like a city street. This is a very dangerous combination. The amount of traffic increases by the month. And an increasing number of bike riders use the road in order to get out to the roads around Coburg. The road has absolutely no place for bikes except the traveled portion of the road. Accidents have happened and will continue to happen until the problem is addressed.

The most dangerous place is the intersection of North Game Farm Road and Armitage/Crescent. The intersection is awkward, confusing, and visibility is obstructed. As the parents of two young drivers with two more on the way, we are very anxious for this problem to be rectified. Some temporary solution may need to be put in place before a permanent solution can be implemented.

Although we appreciate the county's decision to address the problem, we have some concerns about the specific solutions that have been advanced. We will explain the two concerns that have the greatest direct impact on us.

1) We oppose the rerouting of Armitage Road through our property as described in option #2.

If Armitage Road is rerouted as shown on the diagram, it will cut through our property and the Wostman's property. This is unsatisfactory for the following reasons:

- 1) My wife has a growing cut flower business. We have made plans to use the land that the proposed roadway would pass through. This has the potential of being a major setback to her business.
- 2) The proposed roadway would cut our property into two pieces. The piece south of the proposed roadway would be virtually worthless to us and worthless to anyone else. The Wostmans would be similarly affected.
- 3) The proposed roadway would require the removal of three large fir trees. This would be very unfortunate. These trees add significantly to the esthetic beauty of the area.
- 4) While option #2 would improve the entrance from Armitage Road onto North Game Farm Road, it would not completely solve the problem. Cars wanting to turn south onto N. Game Farm Road from Armitage would still have to look out for cars coming from the north at speeds of 55 mph or more (55 mph is the legal speed limit!). In many cases cars will be entering onto Game Farm Road for only a few hundred feet and then turning right on Crescent, so they will not be going very fast, and the through traffic will be coming on their heels at very fast speeds.

Options #1 and #3 both reroute Armitage through the Hoilands' property. If they are not opposed to this, then we have no complaint. If they are opposed to this, then so are we. Property owners have a right to the land they have purchased. They should only be forced to sell those rights to the state when there is an overriding public concern that justifies such an action. But the state, if it wants to maintain the respect of its citizens, should resort to this expedient very rarely and reluctantly.

We understand that Armitage needs to meet N Game Farm Road at a more direct angle. But if the Hoilands object to the rerouting that is called for in option #1 or #3, surely a new solution could be devised that cuts less severely into their property.

We much prefer a solution whereby Armitage Road intersects N Game Farm Road directly opposite Crescent so that signals can be installed to regulate traffic for all three streets. We are not confident that the round about would work well.

2) We oppose widening N Game Farm Road as wide as is proposed for the whole length of the street.

What is proposed is widening N Game Farm Road to three lanes, with bike paths on both sides, a curb and sidewalk on one side and a drainage ditch on the other side. We think this plan is too ambitious and should be modified for the following reasons:

1) The turn lane is unneeded between Armitage Road and Coburg Road, except just before each intersection. There is only one street, one church and 5(?) private driveways off of N Game Farm Road in this section. A turn lane is overkill for accommodating so little turning traffic.

2) Sidewalks on the east side are unnecessary. There is virtually no foot traffic along N Game Farm Road in this section and there is no reason to expect any.

3) It is therefore unnecessarily expensive. Surely the county could better use this money elsewhere.

4) It would ruin the esthetics of the farm land to the east of Game Farm. At the present time there are small trees and bushes between Game Farm and the farmland to the east. The proposed roadway would take out this buffer zone and ruin the rural atmosphere of the farmland to the east.

5) Constructing a wide boulevard is likely to increase the demand for development in the area.

The county ought not zone our area strictly for farm use, on the one hand, while taking away the rural character and urbanize it on the other hand. We propose that the existing plan be modified to narrow N Game Farm Road north of Armitage Rd to just two lanes with aprons wide enough to accommodate bikes. The sidewalks and drainage ditch should be reconsidered. This would scale the project back to a much more justifiable scale.

Thank you for considering our concerns.

David and Susan Crabtree

COMMENT SHEET



Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday August 1, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.

PROJECT: Game Farm Road North Improvement

Name BRIAN & GLORIA DUCE

Address 89783 SPRAGUE RD

Mailing Address EUG OR 97408 9454

Phone 344 7061

- | | Support | Support with conditions
(please explain in Comments section) | Do Not Support
(please explain in Comments section) |
|--------------------------------------------------------------------|--------------------------|------------------------------------------------------------------------|---------------------------------------------------------------|
| 1. In general, do you support the improvement project as proposed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- | | Option 1
(Realign Armitage) | Option 2
(Separate Armitage from Crescent) | Option 3
(Roundabout) |
|---------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------------------|---------------------------------|
| 2. Is there an Intersection Option that you prefer over the others? If so, which one? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Comments: As a whole The PLAN is Fine - except
Armitage To Game Farm. Leave it Alone!
We Need A Traffic Light AT Crescent. And
Game Farm - Armitage. Armitage (continue on back)

HAS A SOFT CURVE TO SLOW TRAFFIC
Now Plus The EAST side of ARMITAGE HAS
Really NICE TREES Close To The Inter-
section with a drop off. In winter
The water collect AT The Bottom = which means
A dock Pond & Lots OF FILL which costs
Lots OF Money To Fill. I say leave
ARMITAGE INTERSECTION Alone !!!

Brian W. Mc

RUSSELL Mike L

From: linda fleming [linda_fleming@excite.com]
Sent: Thursday, July 17, 2003 7:43 AM
To: mike.russell@co.lane.or.us
Subject: N. Game Farm Road Project

Mike,
I was at the first meeting on 9 June and was impressed with all the options presented. The option I feel would be best is the round about. See you on the 23rd.

Linda Fleming
2842 Martinique Ave.

Join Excite! - <http://www.excite.com>
The most personalized portal on the Web!

COMMENT SHEET

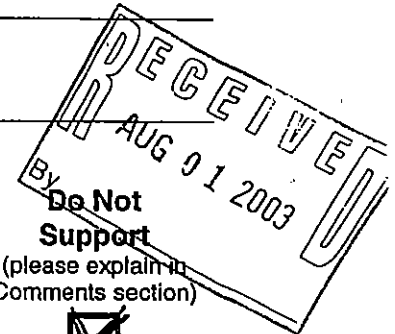


Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday August 1, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.

PROJECT: Game Farm Road North Improvement

Family
LAND

← Name KEN + LINDA (HARMON) GENTRY
 → Address 89385 OLD COBURG ROAD TAX # 150142 29.73 Sq ft. of Acres
 Mailing Address 3556 MAHLON AVE
EUGENE, OR 97401
 Phone (541) 342-4735



1. In general, do you support the improvement project as proposed?

Support

☐

Support with conditions
(please explain in Comments section)

☒

?

Do Not Support
(please explain in Comments section)

☒

Option 1
(Realign Armitage)

Option 2
(Separate Armitage from Crescent)

Option 3
(Roundabout)

2. Is there an Intersection Option that you prefer over the others? If so, which one?

☒

?

☒
☐

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

Comments:

Since I was unable to reach anyone at the above #, I am still undecided. Option 2 is less of an impact to the rural side of the project, but

I think a light is necessary there, and would help to slow down the traffic. IF the County is open for RE-zoning our land south of the intersection of Option 1, I would favor Option 1. Since the Urban Growth Boundary runs down the center of the present roadway, I feel that both sides of the road should give equal footage for the widening from 2 lanes to 3 lanes. We have 2 accesses from the Game Farm Road to the eastern piece of our property - Do we keep these accesses?

COMMENT SHEET



Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday August 1, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.

PROJECT: Game Farm Road North Improvement

Name LARRY HARMON (PROPERTY OWNER)
Address 1443 DELROSE AVE
Mailing Address 1443 DELROSE AVE
SPRINGFIELD OREGON
Phone _____

JUL 29 2003

- | | Support | Support with
conditions
(please explain in
Comments section) | Do Not
Support
(please explain in
Comments section) |
|---------------------------------------------------------------------------------------|--------------------------------|-----------------------------------------------------------------------|--------------------------------------------------------------|
| 1. In general, do you support the improvement project as proposed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Option 1
(Realign Armitage) | Option 2
(Separate Armitage
from Crescent) | Option 3
(Roundabout) |
| 2. Is there an Intersection Option that you prefer over the others? If so, which one? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Is there another option you feel we should consider? Please explain below. | | | |

Comments: I SUPPORT THE IDEA OF THE IMPROVE-
MENT PROJECT, CONSIDERING THE FUTURE GROWTH
AND NEEDS OF THE AREA BUT I WOULD APPEAL
FOR THE APPROVAL OF OPTION #2 FOR THE (continue on back)

ALREADY GIVEN "PRO" REASONS MENTIONED ON THE
INFORMATION SHEETS. ~~REAS~~

THANK YOU !!

Larry Harman

COMMENT SHEET



Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday August 1, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.

PROJECT: Game Farm Road North Improvement

Name Pam Harmon

Address 89385 Old Coburg Road

Mailing Address 3400 Counth Farm Road
EUGENE, Oregon 97408

Phone 687-0842

- | | Support | Support with
conditions
<small>(please explain in
Comments section)</small> | Do Not
Support
<small>(please explain in
Comments section)</small> |
|---------------------------------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------------------------|
| 1. In general, do you support the improvement project as proposed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | Option 1
<small>(Realign Armitage)</small> | Option 2
<small>(Separate Armitage
from Crescent)</small> | Option 3
<small>(Roundabout)</small> |
| 2. Is there an Intersection Option that you prefer over the others? If so, which one? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Is there another option you feel we should consider? Please explain below. | | | |

Comments:

OUR Family has owned this property since 1936 over
the years many different ones have over the years taken our
property. We had 104 acres & are down to 28 acres abnd. The
railroad I-5 - two Separate Power Companies & North Coburg Farm Rd.
Since we own Both Sides of North Game Farm Rd and one side
of Old Coburg Road we will be hit three times by your
so called "Improvement" project. you take our property & then
ask us for doing something we don't want or need. ->

Generally, I would not support any of these options. But I have lived long enough to know you can't stop progress. I would rather be part of the solution. However I don't want to be charged for a main road, Highway or what ever you call it. It's not just our access road it's a main throughfare and we should not have to pay for your Convinces. If I have to choose I would choose #2 with Stop lights at Both Crescent st and Armitage. This would slow traffic down a lot. Roundabouts are a disaster. They cost a lot to put in and have proven to be torn out and redone at a cost which is a waste. Everyone hates them!

Old Coburg Road should be left alone. In the future when you open Chad which I'm sure you will, should go straight to the old abandoned game farm Road along Belt Line to North Game Farm Road by the overpass, avoiding Old Coburg road all together.

I will be checking with my neighbors to the West on Ayers Road. That is a good example of a waste on concrete and money. Looks like a drunk designed it. Just think of how many pot holes elsewhere could have been filled if you would have made a plain Road. The raised bike path with the slanted edge towards the street makes it so a child riding close to the edge can then be thrown into traffic. This is a very dangerous design. I'm sure the Ayers Rd. Residents "Just love it." NOT!

Thanks for listening
Jim Farmer

COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday August 1, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.



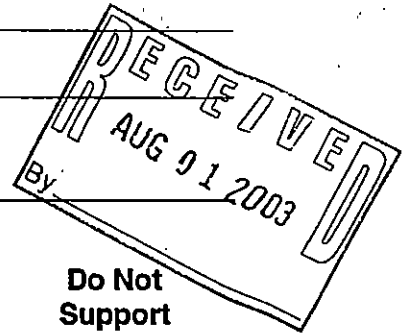
PROJECT: Game Farm Road North Improvement

Name Sharon L. Harmon

Address Old Coburg Road

Mailing Address 3400 County Farm Road
Eugene, OR 97408

Phone 343-7435



	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
1. In general, do you support the improvement project as proposed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Option 1 (Realign Armitage)	Option 2 (Separate Armitage from Crescent)	Option 3 (Roundabout)
2. Is there an Intersection Option that you prefer over the others? If so, which one?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Comments: Please see reverse side.

(continue on back)

In general, I do not support any of the three options. However, I see the need for some kind of change here. I have chosen "Option 2" as the lesser of the three evils. Option 1 is a waist of land and will cut into valuable farm land: Totally unnecessary. Option 3: "What were you thinking?"

I am a land owner on BOTH sides of North Game Farm Road as well as on Old Coburg Road. My family's farm started with one hundred four (104) acres in 1936. Then we were "dinged" a chunk for the railroad. This cut right through our farm separating the farm houses from the rest of the farm! Then, the state "dinged" us for I-5 and there went another chunk through it! Then, if that weren't bad enough, Coburg Road was repositioned and became Old Coburg Road which cut through between the houses and the farm AGAIN. This took out our garage and backyard! Now, the road which is called North Game Farm Road is so close to septic AND well, there is no place to go with a 'widening' anywhere there. If you research the 'right-of-way', it is too narrow to go any further onto us. It will displace a home and run OVER the septic AND well!! I don't believe that is quite legal. Then the power companies (yes, two of them) came along and..... This brings us down to twenty eight (28) acres. I don't believe there is a person on this earth that would want any more taken for anything else. How would you feel about being chopped from a 104 acre farm down to 28 and have your houses separated from your farm land? Our land is COUNTY land, NOT city. My family now consists of five (5) families, land owners here.

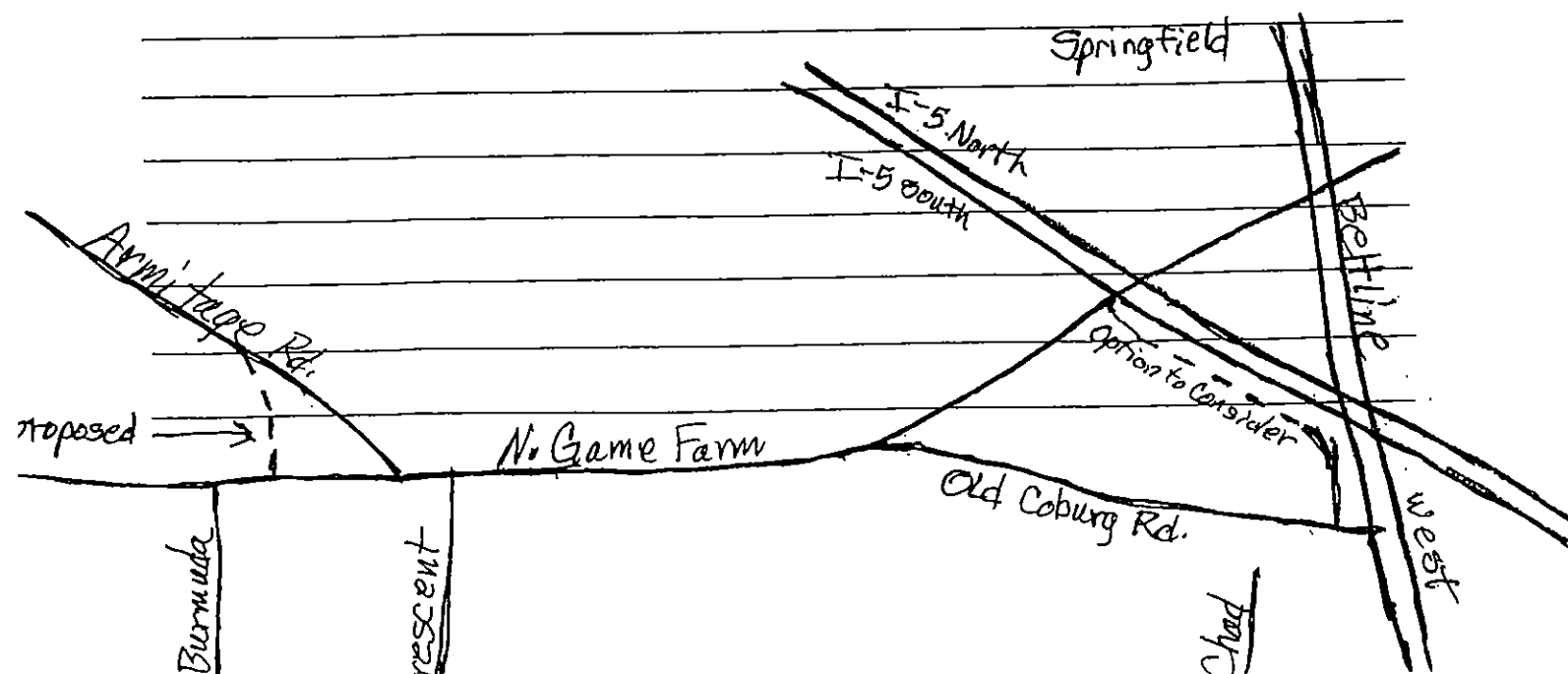
I do not support curbing or sidewalks on the any of this property. You will be taking from us yet again, but TRIPLE BOTH sides of me. That is not reasonable nor is it necessary. The westerly side of North Game Farm and Old Coburg Road should take the sidewalk and curbing if it is totally necessary. But NOT on our farm's side. This is just not necessary. We do not need those out here, we do not want these out here.

As far as an alternative option, I have a recommendation: There is an existing road that was cut off by I-5 and Beltline at the end of the short piece of Old Coburg Road. This road could be extended to run along side of I-5 and up to the overpasses which goes toward the Northwest Community CU on the other side. The state owns the land already and it would not dis place anyone. Then the piece from the corner of Old Coburg Road and North Game Farm road could be closed and removed, and we could be made whole again in that small, short stretch of road. This would accomplish two things: slow the traffic in the area, along with the off set of Armitage Road as in Option 2. You have planned for Chad Dr. to open onto Old Coburg Road some time and this would tie in with that. This would also give relief of traffic at the Gateway intersection as some would choose not to go this route anymore. The traffic needs to be spread out better and this would accomplish that quite nicely as well as slow down the "highway terrorists" on North Game Farm Road.

Sincerely,
Sharon Harmon,

land owner of both sides of North Game Farm AND Old Coburg Road

Another Option Which Should be Considered





**Public Works
Engineering**

City of Eugene
858 Pearl St
Eugene, Oregon 97401
(541) 682-5291
(541) 682-5032 FAX

July 23, 2003

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

Subject: North Game Farm Road Improvements

Mr. Russell,

The City of Eugene Public Works Department supports Lane County's capital investment to improve North Game Farm Road from Old Coburg Road to Coburg Road. We believe that these improvements will provide important facilities for all modes of travel, including bicyclists and pedestrians through the inclusion of bike lanes and sidewalk. This is an important consideration given the increased residential development in the vicinity of North Game Farm Road. The proposals being considered also address safety concerns at the intersection with Crescent Avenue and Armitage Road.

While North Game Farm Road is a Lane County facility, we encourage the County to apply the design standards included in the Eugene Arterial and Collector Street Plan (November 1999). Those adopted standards for a Minor Arterial include setback sidewalks with street trees within a planting strip at least 6 feet wide. Since sidewalks are only proposed on one side of the street, we recommend an 8- to 10-foot-wide setback sidewalk. The wider sidewalk would accommodate two-way travel for pedestrians as well as bicyclists not wishing to ride on a higher speed roadway. Striping the northbound shoulder as a bike lane should also be considered.

Eugene Public Works staff appreciates the opportunity to comment on this important capital improvement project. Please let us know if we may be of assistance in any way in the development and design of the project.

Sincerely,

A handwritten signature in black ink, appearing to be "C. Henry", written over a horizontal line.

Christopher C. Henry, PE
Transportation Planning Engineer

cc: Kurt Corey, Eugene Public Works Director

Holland Land Company, LLC
89899 Coburn Road
Eugene, OR 97408

July 23, 2003

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

Re: North Game Farm Road Improvement Project.

Mr. Mike Russell,

We own the land East of Armitage Road that is in Option 1 & 3 to Realign Armitage Road.

We are against both Option 1 & 3.

1. It takes up too much good farm land extending 200' or more in a loop East from Armitage Road, there would be land in the loop that would be waste land.
2. Old Oak trees will have to be removed.
3. The elevation goes from 413.5' in the field to 424.6' (11.1') on Armitage Road, which would require a large amount of fill.
4. The land is in the Flood Plain.
5. EWEB has a permanent easement and Power Line going across our land from the McKenzie Substation East of I-5. The Road loop may come too close to the first 2 steel poles.

A access road is provided further North on Armitage Road that is graveled to their Power Line and it would be gone in Option 1 & 3.

The 1995 winter and spring when EWEB constructed this line it rained more than normal and the whole access road was under water and were unable to work for 2 weeks or more.

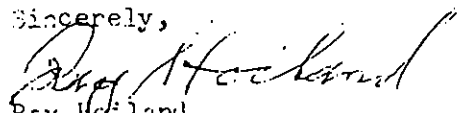
The steel Power Line poles are mounted on concrete footings, the footings for the 2 poles in this low area inside the loop are 4' square and 15' deep.

This Power Grid is very important for EWEB, it serves the Willakenzie Substation and Barger Ave. area in West Eugene.

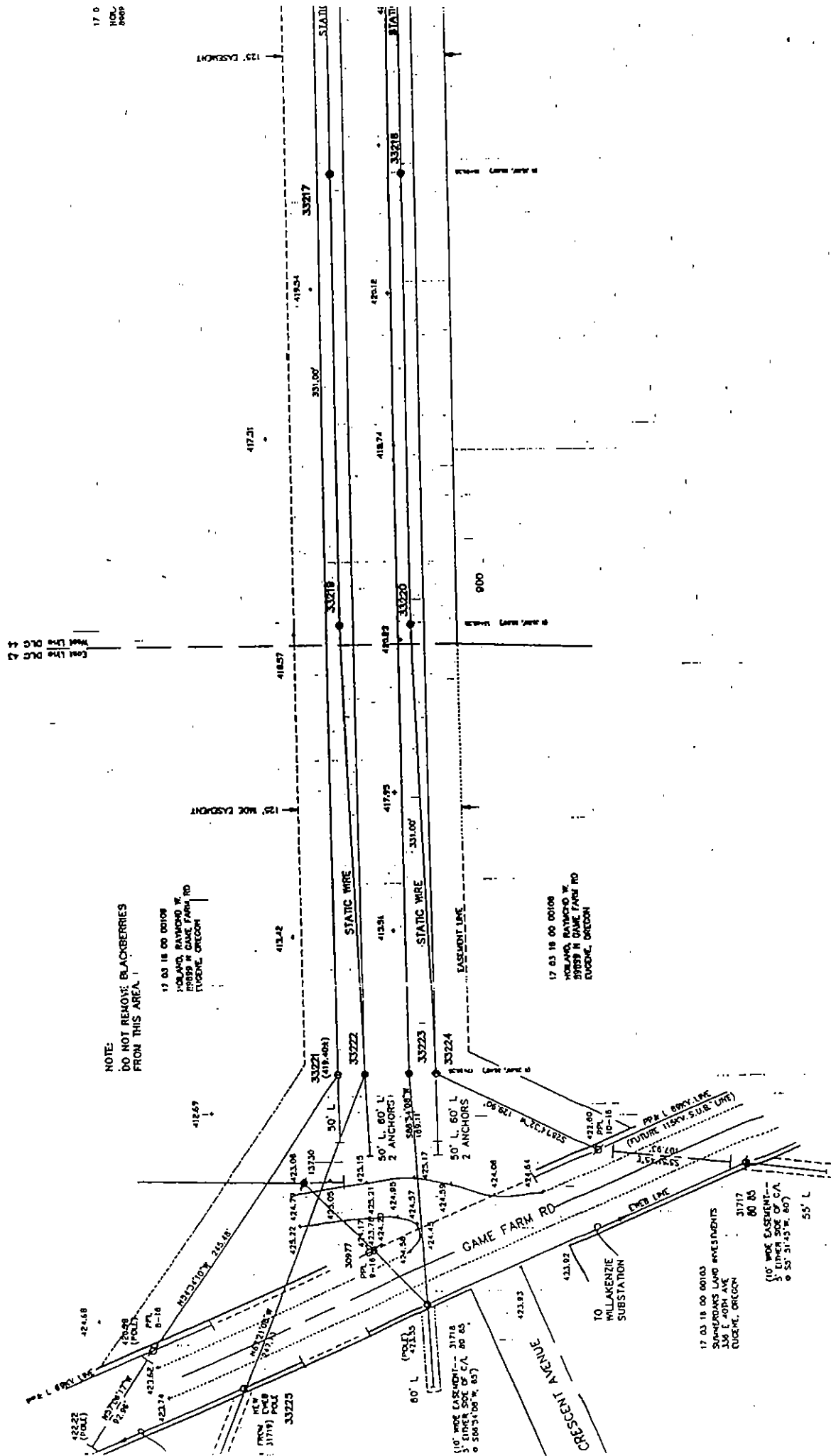
6. Option 1 & 3 would make the intersection more congested.

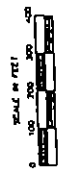
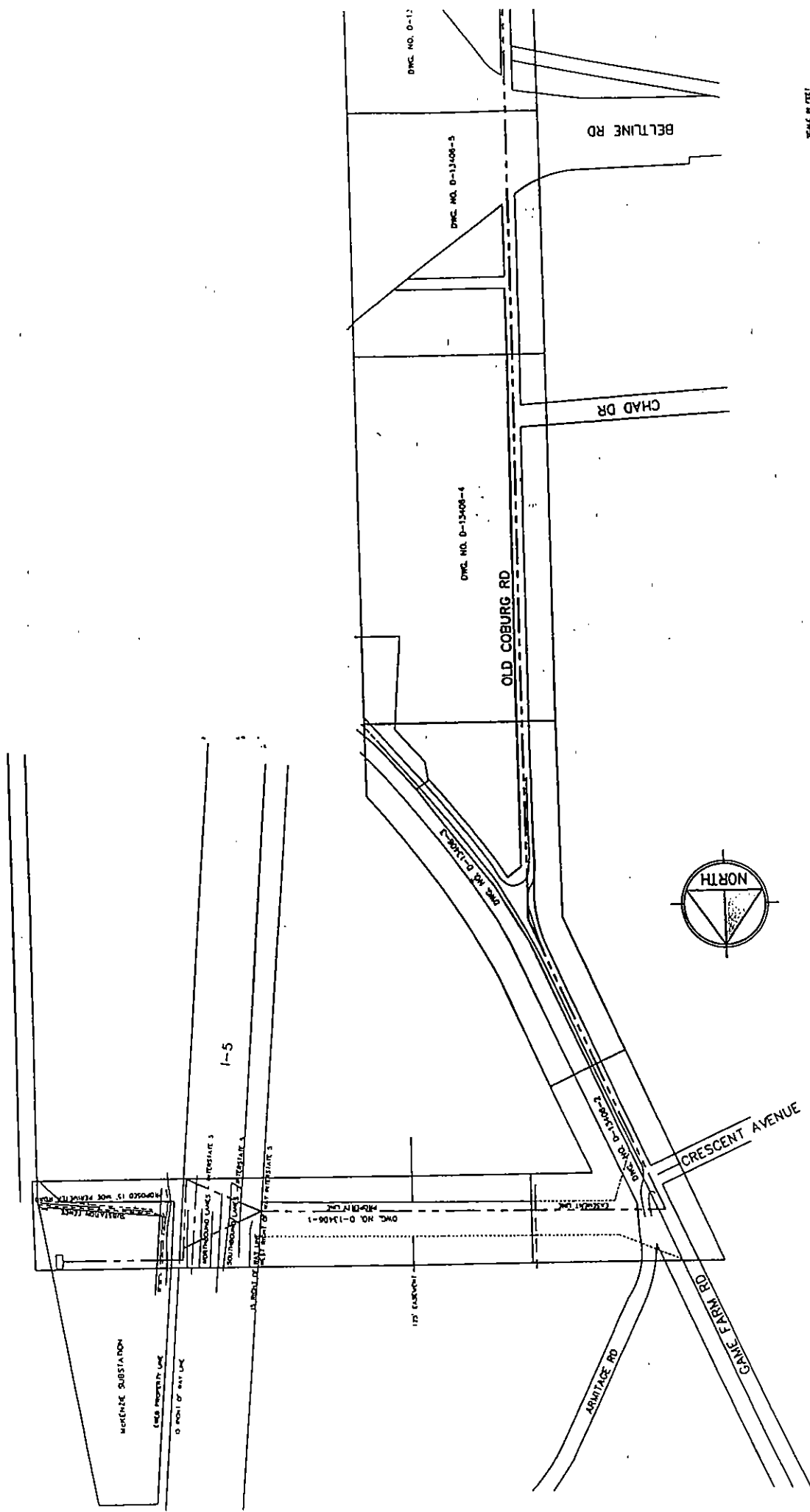
We are in favor of Option 2, it would take up far less land and cost less to provide access to N. Game Farm Rd. A traffic signal or a roundabout at Crescent would slow traffic and make it better to go and come from Armitage Road.

Sincerely,


Ray Holland
Partner and Manager

170 HCN 2009





NOTE: CAD GENERATED - DO NOT CHANGE HANDS

ELECTRIC SYSTEMS
McKENZIE SUBSTATION TO
WILLAKENZIE SUBSTATION
COMMUNICATIONS CABLE
CABLE NO. 13406-1 - 13406-6

DATE	BY	CHK	APP
11-1-95	CHAD	MTT	MTT
	CHAD	MTT	MTT
	CHAD	MTT	MTT

DATE: 11-1-95



RAY HOILAND
Armitage Road
1995^{'96} Winter & Spring
EWEB

COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Friday August 1, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.



PROJECT: Game Farm Road North Improvement

Name Lowell Langan

Address 89839 Sprague Rd Eugene 97408

Mailing Address _____

Phone 343-3038

JUL 29 2003

- | | Support | Support with conditions
(please explain in Comments section) | Do Not Support
(please explain in Comments section) |
|--------------------------------------------------------------------|--------------------------|-----------------------------------------------------------------|--------------------------------------------------------|
| 1. In general, do you support the improvement project as proposed? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- | | Option 1
(Realign Armitage) | Option 2
(Separate Armitage from Crescent) | Option 3
(Roundabout) |
|---------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------------|--------------------------|
| 2. Is there an Intersection Option that you prefer over the others? If so, which one? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Comments:

I have a few comments.
1. \$2,000,000 seems like a lot of money to rebuild
N. Game Farm. All we really need is a traffic
light at Crescent/Armitage.

(continue on back)

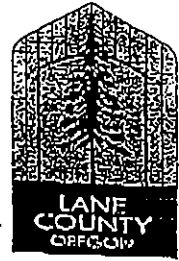
2. At the meeting I understood that N. Game Farm would be widened on both the east and west sides. It would make more sense to do all the widening on the east side. Nothing is built close to the road on the east side because of the old rail road right of way. I have always assumed Lane County owns this old right of way.
3. Option 1: I hate to see good farmland be taken for road construction. But this seems to be the best choice of the three.
4. Option 2: Here again someones place is being cut in two. The offset intersection would make it very difficult to turn left (south) onto N. Game Farm from Armitage during peak traffic such as after church.
5. Option 3: This is not an option. Roundabouts may have their place in low traffic areas. But one would never work on a high traffic road such as N. Game Farm. During peak traffic before church Northbound traffic would be bunched up in the roundabout. Armitage traffic could have to wait for up to an hour to enter the roundabout.
6. Remember church traffic will double when the new Baptist church is opened.

Thank you
Jowell Sangan

FAX-682-8501

COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment-sheet during today's public meeting or no later than Friday August 1, 2003 to Mike Russell, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6949.



PROJECT: Game Farm Road North Improvement

Name Elton Owen

Address 2705 Monticue Ave

Mailing Address Eugene Or

Phone 685-0912

- | | Support | Support with conditions
(please explain in Comments section) | Do Not Support
(please explain in Comments section) |
|--------------------------------------------------------------------|-------------------------------------|------------------------------------------------------------------------|---------------------------------------------------------------|
| 1. In general, do you support the improvement project as proposed? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

- | | Option 1
(Realign Armitage) | Option 2
(Separate Armitage from Crescent) | Option 3
(Roundabout) |
|---------------------------------------------------------------------------------------|---------------------------------------|------------------------------------------------------|-------------------------------------|
| 2. Is there an Intersection Option that you prefer over the others? If so, which one? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

Comments:

I live at the corner of Crescent & Monticue
I feel a Roundabout will help slow traffic down in that area
Because of the nature of a Roundabout all traffic will
need to slow down to give the right of way (continue on back)

this will slow the traffic on Game Sam Rd.
Late at night and in the early morning the traffic on
Game Sam Rd. is in excess of the speed limit.
If a light were to be installed at Crescent & Game
Sam Rd - we would have alot more noise as the
traffic stops and starts - by installing a roundabout
as the traffic slows down we will have less noise.
The young people have a feeling the need to spin
their tires at the stop signs. A light might make
it a drag strip.

There is a lot of traffic that uses Crescent
instead of Belt Line. Maybe some of the
traffic would move to ~~the~~ Belt Line if it was
somewhat of a inconvenience with a Roundabout -
As some of the traffic would have to yield
to cars in the Roundabout -

Thank you for your consideration
S/ka One

ROADS ADVISORY COMMITTEE

August 27, 2003
5:45 p.m.

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

COUNTY STAFF: Ollie Snowden, Sonny Chickering, Bill Morgan, Mike Russell, Howard Schussler, Celia Barry, Jason Lien, Vonnie Rainwater

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

I. PUBLIC COMMENT

Paul Wostmann, 89661 N. Game Farm Road, commented on the suggestions made by the City of Eugene and asked if those suggestions have been considered or leave it as a 2-lane project and reduce the freeway look. Regarding the intersection of Crescent and N. Game Farm, he stated he liked the stop light rather than the roundabout.

II. APPROVAL OF MINUTES

Minutes of July 23, 2003, were approved as written.

III. DRAFT TRANSPORTATION SYSTEM PLAN (TSP) WORK SESSION

Lien provided a brief summary of the second draft TSP materials, which have been released, to the public. Lane Code and Lane Manual proposed changes are included in the materials. Copies of the draft have been distributed to libraries. Citizens can purchase copies at Public Works or view on PW's website. Approximately 550 postcards were mailed to interested parties announcing the work sessions and public hearing by the Roads Advisory Committee and Lane County Planning Commission. Legal notices and display ads were also placed in newspapers. As a result of Ballot Measure 56, notices were also mailed to about 36,000 residents. He indicated that staff has received quite a few phone calls as the result of this mailing.

Barry suggested in preparation for the public hearing that the Committee members do a quick read of documents proposed for adoption, Attachments 1, 3, 4, 6, 8, 9 and 10. She highlighted where the changes are being proposed and reviewed proposed changes to Lane Manual and Lane Code. The road design standards are currently in LM Chapter 15 but proposed to move to Lane Code. The Master Road Plan will be replaced by the roads inventory in the TSP. In Lane Code a new provision regarding access requirements is proposed that requires a development next to a platted road to take access from that road unless a variance application is submitted and approved. Local access roads will be exempt from facility permits. New development on local access roads will instead be required to obtain certification of adequacy from the local fire district. In the future the Department will be asking the Board to approve establishing a fee for facility permits. Another proposed change involves assessment deferral for large parcels. A change in road dedications (LM 15.505) proposes to shift that responsibility from the Planning Commission to the Roads Advisory Committee. Other changes involve updates to Road Naming/Renaming and accepting park roads into the County road system. Sidewalk language in LM 15.535 will be moved to the TSP. The biggest change in LM 15.580 involves citizen involvement in the stakeholder process. Another LM change proposes to allow the Public Works Director or his designee to execute performance agreements for facility permit or land division work.

Poage commented on agreement of an assessment policy previously involving a deferral of large parcels. Chickering stated that it's covered in LC 16.636; large parcels would be assessed for a

segment of their property and the rest would be deferred. Poage also questioned assessing large farms and how to get around it.

Redmon asked about the responsibility for reclassification of roads being transferred from the Lane County Planning Commission (LCPC) to the Roads Advisory Committee (RAC). He didn't want to see the RAC responsible for something that should be under LCPC's jurisdiction.

Barry reported on comments raised by LCPC at their work session, one being how large the packet was. Staff will be holding more meetings with LCPC to go over changes. LCPC raised concerns with proposed changes to LC Chapter 16 exempting county road projects from riparian regulations. They thought that transportation impacts analysis might be burdensome. They also expressed concern with road dedications being turned over to the RAC in that there may be land use issues. They requested clarification for facility permits and how it would work for land divisions. They also asked how success of the document would be measured and about reduction of single occupancy reliance. They asked if DLCD was asked to comment on the document.

Radabaugh asked if any other State agencies have been asked to comment beside DLCD. Barry replied that there had been ongoing coordination with ODOT.

Lien stated that comments received so far from the public are in Attachment 13h. He thought that the cycling community might have comments on the chip seal program. He discussed comments received regarding off-road extension paths, which he has forwarded to the Parks Division in case they want to pursue grants for furthering recreation in these areas. Other comments concerned moving truck traffic off Jasper-Lowell Road and traffic impacts if the casino is built in Florence. Lien stated that staff plans to list comments along with a staff response.

Redmon commented on recreation outside the urban area and suggested bridging that gap. He stated he was glad the TSP addresses some of the issues regarding bike paths. Snowden clarified that road funds have to be used on the movement of transportation vehicles and thus can't be used on bike paths outside the road right-of-way.

Radabaugh expressed concern on approach of public involvement; feels it's important that we take care of the public. He distributed a written comment.

IV. N. GAME FARM ROAD DESIGN CONCEPT

Russell reviewed staff recommendations on the project and asked the Committee to make a recommendation, which will be taken to the Board of Commissioners in November or December following a 30-day comment period.

He commented on the City of Eugene request to apply city urban design standards to the project. He expressed concern with maintenance on separated sidewalks and planter strips, which would be the responsibility of property owners; based on past experiences, they aren't taken care of and staff is not recommending separated sidewalks.

Redmon asked if the separated sidewalk would be concrete. He expressed concern for safety having the sidewalk abutting the roadway.

King asked if shrubbery would be put in the planting strip. Russell stated that some type of ground cover would be put in.

Poage commented that setback sidewalks by the church would be nice and would enhance the area.

Russell reported that the City of Eugene plans to improve N. Game Farm south of Chad when Chad is extended.

Redmon ask where the planted median would be. Russell indicated that the only place there is room to accommodate the planted median is the section in front of the church north of Bermuda.

Chickering expressed concern with the close proximity of the curb in planted medians to the roadway and cited the Delta Hwy. Medians by Home Depot as an example.

King stated that if the roundabout is put in, there would be different speed zones and asked if it will be a one-lane roundabout; feels there is room for two lanes. Russell stated that an analysis would be done to determine whether it should be one lane or two lanes.

Ogle asked if most of the comments received supported a signal. Russell stated that support for the three options was mixed. He added that the staff recommendation is geared around Option 1 (realign Armitage Road at Crescent and install a signal).

Russell recapped comments received from residents. Four supported bike lanes. Some suggested reducing the width north of Crescent to maintain two-lane project with paved shoulders and no continuous center turn-lane north of Crescent. Staff recommends curb, gutter and sidewalk on the east side for a short distance at the end of the project from Coburg Road.

Morgan commented that staff will do as much as possible on the design not to interfere with the trees on the east side of N. Game Road.

Russell stated that Option 1 will require a Special Use Permit to realign Armitage Road through farmland. The EWEB power poles will be avoided in realignment of Armitage Road. Mr. Hoiland submitted pictures of the farmland that was flooded in 1996.

Mr. Wostmann commented that the design is for 55 mph and in the future the speed may be lowered to 45 mph, thus over designing the project. He suggested asking the Speed Control Board to determine the speed limit for the future and perhaps design the project for 45 mph.

Poage commented that designing the project for 45 mph could be a problem. He feels if the speed is lowered in the future, you can always put in planter strips later when the use changes.

Chickering feels the Speed Control Board may not reduce the speed because there aren't many accesses and it's in a rural setting.

Redmon asked about the variance process for slope design. Chickering stated that the Board could reduce the slope design.

Motion: Redmon recommended Option 1 (realign Armitage Road with a signal) for the North Game Farm Road project with a 3-lane width design with modified offset sidewalks, and cutting a 4:1 slope where necessary to provide a buffer and save the trees. Ogle seconded. VOTE: 5-2, King and Stapleton dissenting.

King asked if the County would have a liability due to a lower standard used. He indicated he preferred Option 3. Chickering stated that the County could be liable but it would be up to a court to decide. Staff would design and build the project based on direction from the Board.

V. OTHER BUSINESS


- A. Lingo Lane – Russell reported that the 30-day comment period on the proposed design concept ends September 5. As requested by RAC, staff met with property owners impacted by the project and came up with a different realignment to lessen radius and reduce impacts to the Meller's property. He indicated that a section will be added to the document previously recommended by the RAC, which will address the issues and include a modified design concept.

Ogle asked how many trucks utilize this intersection.

Russell stated that staff met with Mrs. Zumwalt, who owns the store, to discuss her request for another access point. She already has one off Hwy. 99 and one onto Noroton. ODOT has denied her request for the additional access.

- B. Mill Road – Russell announced that the Committee will hold a public hearing on the Mill Road project on September 24 at 6 pm at Pleasant Hill High School. Redmon and Poage stated that they won't be able to attend this meeting.

Meeting adjourned at 7:50 p.m.


Vonnice Rainwater
Recording Secretary

Roger L. Hoiland
89629 Armitage Rd.
Eugene, Oregon 97408

10-7-03

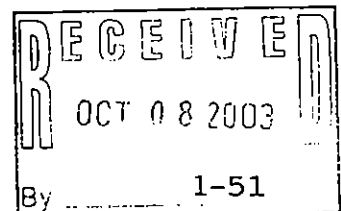
ATTN.MIKE RUSSELL LANE COUNTY PUBLIC WORKS
RE. NORRH GAME FARM ROAD PROJECT

MR. RUSSELL

My concern is with the "NO RISE CERTIFICATION", as it has been previously stated the only part of the project that will be covered by the certification is the fill portion in the realignment of ARMITAGE ROAD. The area from Crescent south to Old Coburg Road needs to be included in the application for NO RISE CERTIFICATION. North Game Farm Road will be widen 40 feet east. This will put the drainage ditch right on the edge of the elevation change to the east. Given the fact that the soil in this area has a very high clay content, the water in the ditch will simply run down the slope to the lower land. This situation will increase the water level to the east. If this portion of the project is not included in the Application for no rise certification, then the application will based on incomplete information. This will give myself grounds for an appeal of the no rise certification.

I will include a soil map of the area, along with a well log showing the soil profile in the area. The well log is for lot no. 122 on the map. 89629 ARMITAGE ROAD. The well log shows a layer of clay from the 3 foot to 10 foot depth. When the water in the ditch hits the layer of clay in the soil, the water will not penetrate the clay. Gravity will force the water down the slope of the elevation change where it will pool in the lower farmland to the east. The reason stated above in my mind forces the county to have to include in application of "NO RISE CERTIFICATION" the from Crescent south to old Coburg Road.

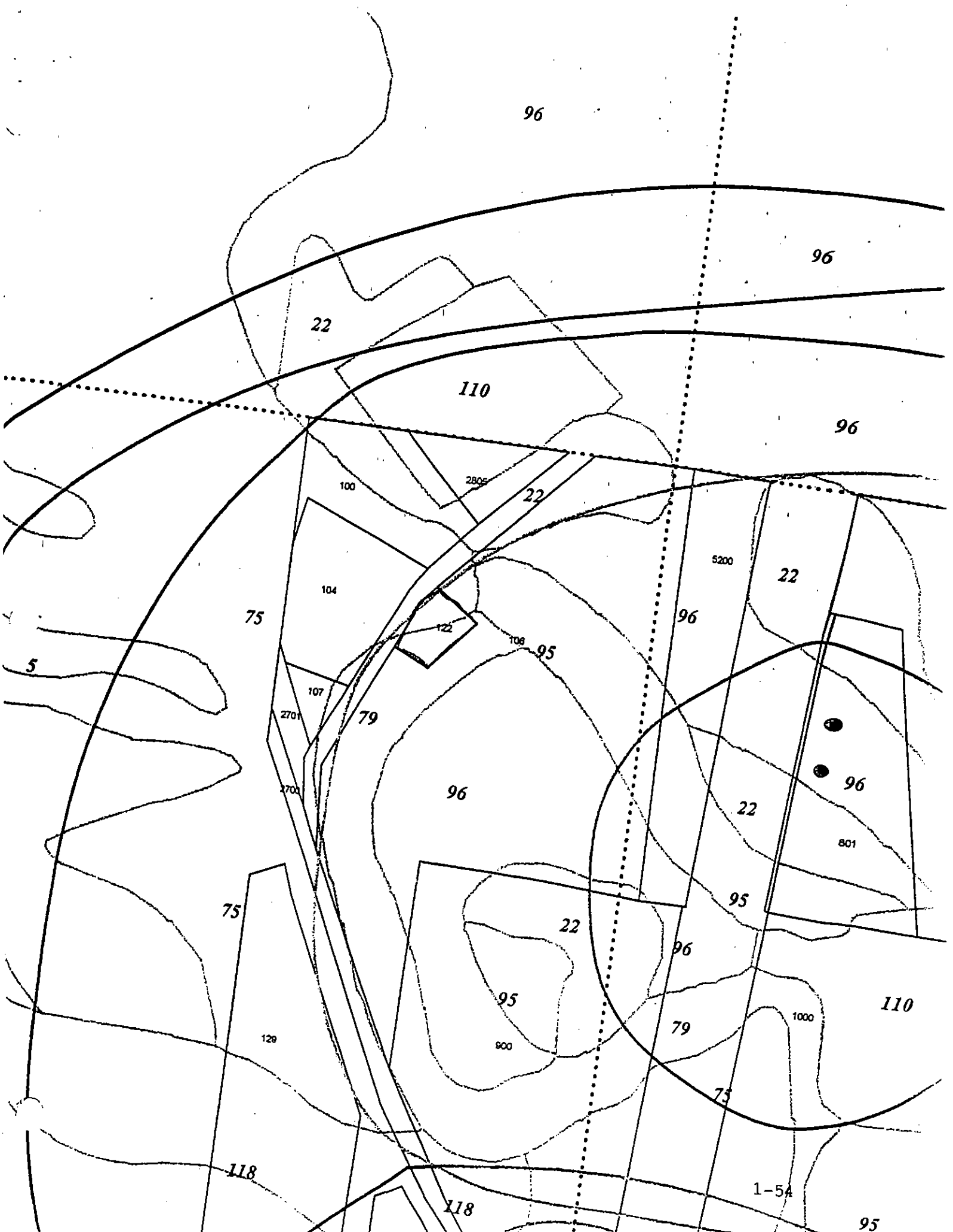
Keep in mind that back in 1996 the construction company tried to pump the water out of this low area to the north. (See photos already submitted) The result was not good. The water ended up in Mr. Senn's (89674 Armitage Road) horse pasture. Mr. Senn hired an attorney and threaten to sue all parties involed at a rate of 1,000 dollars per day for everyday the pump ran. As a result the pump ran for less than 24 hours. It has been stated before and I will state again that the low farmland to the east of this project acts like a catch basin with no outlets to the south or to the north.



I have one more concern to share with you. Nowhere in the "Findings document" is it even mentioned anything about safe passage of large farm equipment. Some of this equipment can be up to 17 feet wide, one has to have an additional width of another 3 to 4 feet to allow for oncoming traffic to get by. Given the elevated nature of the realignment of Armitage Road, along with the road deck width of 24 feet, this will make it very difficult for the safe passage of large farm equipment. The risk of rollover is very high. Just something to keep in mind.

Sincerely,

Roger L. Hoiland



and berries respond to nitrogen, phosphorus, and potassium.

If this unit is used for hay and pasture, proper stocking rates, pasture rotation, and restricted grazing during wet periods help to keep the pasture in good condition and to protect the soil from erosion and compaction.

This unit is suited to the production of Douglas-fir. On the basis of a 100-year site curve, the mean site index for Douglas-fir is 159. The potential production per acre is 10,140 cubic feet from an even-aged, fully stocked stand of trees 60 years old or 94,400 board feet (International rule, one-eighth-inch kerf) from an even-aged, fully stocked stand of trees 80 years old.

The main concerns in producing and harvesting timber are the susceptibility of the soil to compaction and plant competition. Limiting use of heavy equipment for thinning and harvesting to periods when the soil is dry helps to prevent compaction and to maintain the permeability and productivity of the soil. Ripping skid trails and landing areas after logging helps to break up the compacted layer. Undesirable plants prevent adequate natural or artificial reforestation unless site preparation and maintenance are intensive. Reforestation can be accomplished by planting Douglas-fir and ponderosa pine seedlings.

If this unit is used for recreational development, the main limitations are wetness and clay content.

If this unit is used for homesite development, the main limitations are the moderately slow permeability, high shrink-swell potential of the clayey subsoil, and the hazard of flooding. The effects of shrinking and swelling can be minimized by using proper engineering designs and by backfilling with material that has low shrink-swell potential. Roads for year-round use need heavy base rock.

This map unit is in capability subclass IIw.

79—McBee silty clay loam. This deep, moderately well drained soil is on flood plains. It formed in recent mixed alluvium. Slope is 0 to 3 percent. Areas are elongated and commonly occur as stringers along abandoned channels. The areas are 3 to 75 acres in size. The vegetation in areas not cultivated is mainly Douglas-fir, black cottonwood, and willow. Elevation is 290 to 1,000 feet. The average annual precipitation is 40 to 60 inches, the average annual air temperature is 52 to 54 degrees F, and the average frost-free period is 165 to 210 days.

Typically, the surface layer is very dark grayish brown silty clay loam about 24 inches thick. The subsoil is dark grayish brown and brown, mottled silt loam about 17 inches thick. The substratum to a depth of 62 inches is dark brown, mottled silt loam.

Included in this unit are small areas of Chehalis, Cato, Newberg, and Wapato soils. Included areas make up about 15 percent of the total acreage.

Permeability of this McBee soil is moderate. Available water capacity is about 10 to 12 inches. Water supplying capacity is 18 to 24 inches. Effective rooting depth is limited by a high water table that is at a depth of 2 to 3 feet from November to April. Runoff is slow, and the hazard of water erosion is moderate. The soil is subject to frequent, brief periods of flooding from November to May.

This unit is used mainly for cultivated crops. It is also used for recreation during the dry period in summer.

This unit is suited to most cultivated crops. Deep-rooted, water-sensitive perennial crops such as alfalfa require deep tile drainage. Good outlets commonly are available for tile drainage, which improves the productivity and manageability of the soil.

In summer, irrigation is required for maximum production of most crops. Sprinkler irrigation is a suitable method of applying water.

Returning all crop residue to the soil and using a cropping system that includes grasses, legumes, or grass-legume mixtures help to maintain fertility and tilth. Grain and grasses respond to nitrogen; legumes respond to phosphorus, boron, sulfur, and lime; and vegetables and berries respond to nitrogen, phosphorus, and potassium.

Streambank cutting, erosion caused by overflow, and sedimentation can be reduced by maintaining adequate plant cover.

If this unit is used for hay and pasture, proper stocking rates, pasture rotation, and restricted grazing during wet periods help to keep the pasture in good condition and to protect the soil from erosion and compaction.

If this unit is used for recreational development, the main limitations are wetness and the clay content of the soil.

This unit generally is not suited to homesite development. The main limitations are seasonal flooding and the seasonal high water table. Flooding can be controlled only by use of major flood control structures. Drainage is needed if roads and building foundations are constructed.

This map unit is in capability subclass IIw.

80F—McCully clay loam, 30 to 50 percent slopes. This deep, well drained soil is on north- and east-facing side slopes of uplands in the Cascade Range. It formed in colluvium derived from tuffaceous rock. Areas are irregular in shape and are 10 to 100 acres in size. The native vegetation is mainly Douglas-fir, western hemlock, red alder, salal, and western swordfern. Elevation is 1,200 to 2,800 feet. The average annual precipitation is 60 to 110 inches, the average annual air temperature is 46 to 51 degrees F, and the average frost-free period is 160 to 200 days.

Typically, the surface is covered with a mat of needles, leaves, and twigs about 1 inch thick. The surface layer is dark reddish brown clay loam about 11

RUSSELL Mike L

From: Glenda Mock [glenda.mock@comcast.net]
Sent: Friday, October 10, 2003 4:56 AM
To: mike.russell@co.lane.or.us
Subject: North Gam Farm Road

Mike,

I am opposed to the proposed project for the following reasons:

1. There is no need to have a three lane road at this time to accomodate the total of 6 driveways of the road.
 2. The road is on the urban growth boundary and the land on the east side of the road will not be developed for a number of years.
 3. I believe 45 mph is too high for the traffic speed. 34 or maximum of 40 mph seems plenty fast enough.
 4. The project is a huge expense to tax payers and homeowners who will be assessed according to their backyards that are along Game Farm. I believe the funds could be put to better use and there are other needs in the community more worthy of repair and upgrade.
 5. The proposed change to Armitage Road seems very unnecessary and would have an extremely negative impact of the land owners property and values. I personally have no problem with the way the road is currently. Afterall, the property is farmland to the east of Game Farm. The traffic on that road is limited to property owners and folks shopping at Johnson's and or Bloomers. It's country farmland!
- Thank you.

Glenda Mock