

W. S. A.
03-9-10-3

AGENDA COVER MEMO

DATE: August 20, 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 THE SLIDE REPAIR ON STAGECOACH ROAD MP 0.00 TO MP 0.69 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 REPAIR OF SAID ROAD.

I. MOTION

Move adoption of Board Order.

II. ISSUE OR PROBLEM

Staff requests direction from the Board on expenditure of road funds to address slide problems with Stagecoach Road, a rural minor collector. Residents and citizens have requested a long-term repair of the roadway due to repeated slide failures and safety concerns. Funding has been previously approved in the Capital Improvement Program (CIP) at an estimated cost \$1,100,000 for construction and \$110,000 for right-of-way acquisition. Staff has developed other design alternatives, including a No-Build Option, but the community has not supported these. The Roads Advisory Committee has reviewed this material and is recommending repair Option B (as further enumerated in the Design Concept, Exhibit B).

III. DISCUSSION

A. Background

Stagecoach Road is a rural minor collector approximately 11.5 miles in length, from Richardson Road to State Highway 36. Along its length, Stagecoach Road serves around 130 rural parcels, and it is generally characterized by its narrow paved surface in mountainous terrain with several railroad crossings. Current average daily traffic volumes are around 100 vehicles per day. Near Richardson Road, the proposed project section of Stagecoach Road possesses a steep road grade, a 16-foot paved width carved into a hillside, and steep side slopes on both sides of road. The road has experienced slope

stability problems requiring on-going maintenance and continuing safety concern for road users.

The primary failure areas appear to have occurred at MP 0.38 when a large timber used to shore up the road had failed. Slope failure has caused about 2 feet of the paved roadway to fall away, leaving a near vertical edge.

Project funding is budgeted in the County's Capital Improvement Program (CIP) for construction in the 03/04 fiscal year. The current estimated costs for the project are \$1,100,000 for construction and \$110,000 for right-of-way (R/W) acquisition.

The Board is being asked to consider alternatives to meet the project goal of providing a safe two-lane travel surface and address the specific slide area between MP 0.25 and MP 0.50.

On April 2, 2003 the Roads Advisory Committee (RAC) held a public hearing regarding the four (4) staff options. No one from the public attended the hearing and the Public Works Department received no written testimony. In the absence of public input, the Roads Advisory Committee adopted the staff report as their Recommended Design Concept. Staff mailed a letter on April 14, 2003 notifying property owners and interested parties of the 30-day comment period for the review of the RAC's recommendation. The letter contained language indicating the importance to know what, if any, public support there was for the proposed project. Seven (7) written comments were submitted during the 30-day comment period, all supportive of the project and for Option B.

B. Analysis

The Engineering Division looked at four options for providing repair to the road, including a No-Build option. The Roads Advisory Committee is recommending that the Board pursue Option B. An outline of the four options is presented below.

Summary of Options

Option A: Retaining device on the downhill side of the road Cost: \$1,500,000

The evaluated option was to provide support for the outside (down-slope) five to six feet of roadway by use of retaining device to establish a 24 +/- foot paved travel surface through the area from MP 0.00 to MP 0.69.

Option B: Widen road into the hillside. Cost: \$1,100,000

This design option provides the most permanent solution with the least potential for future failure. The major cost component of this option is the expected amount of general excavation. It also minimizes work on the west side (down slope) of the road above the adjacent railroad tracks.

Option C: Construct a Half-bridge in the area of instability. Cost: Not Available

This option is the most expensive and technically complex, as a structural engineer will have to be engaged to design the half-bridge. An estimated project cost was not developed for this option as bridge design functions are typically contracted; however, the estimate is expected to be higher than any of the options evaluated.

Option D: No-build.

Cost: Not Available

This option has increasing costs due to the on-going maintenance anticipated as the road continues to fail and maintenance crews apply incremental fixes. Eventually, a permanent fix will have to be implemented to keep the road passable.

Preferred Option

Staff and the Roads Advisory Committee are recommending Option B as the preferred option. Options were not supported if they failed to meet one or more of the following project objectives.

- Reasonable Cost
- Improved Safety
- Reduced Maintenance
- Improved Neighborhood Accessibility
- Local Community Acceptance
- Acceptable Land Use Impact/Requirements
- Limited Property Acquisition Impacts
- Limited Environmental Impact
- Limited Physical/Design Constraints

An in-depth discussion of the alternatives is given in the Design Concept and Findings, EXHIBIT B, to the proposed order.

Land Use Considerations

Option B includes acquisition of right-of-way in order to widen the road. The project area is surrounded by lands zoned Non-Impacted Forest (F-1) and Impacted Forest (F-2). The F-2 zone was recently updated to reflect the current State land use zoning requirements. Per Lane Code Chapter 16.211(2)(m)(ii), a reconstruction project such as this is listed as a use subject to Director Approval, meaning a special use permit is required for those lands in the F-1 zone.

Option B will require the issuance of the special use permit.

Cost/Benefit

In looking at a cost in excess of \$1,000,000 for 0.69 miles of rural road that serves 100 vehicles per day and approximately 130 rural parcels, it may seem that the benefits are not commiserate with the cost, suggesting that a smaller, less expensive fix should be pursued. However, when we look at the role that Stagecoach Road plays in the overall road network within western Lane County, it becomes apparent that this road is an important transportation link.

Stagecoach Road provides:

- Important connectivity between Highway 126 and Highway 36
- Link between communities of Richardson and Swisshome
- Routing for Emergencies and Fire Suppression
- Recreational and tourism travel
- Offers connection to County Seat Eugene

Therefore, the benefit of building a long-term fix in the slide area justifies the cost of constructing the design concept contained in Exhibit B.

C. Alternatives/Options

1. Authorize staff to pursue design option B to address the slope stability and safety issues on Stagecoach Road.
2. Direct staff to pursue either Option A, C, D, or some other alternative.

D. Recommendations

1. Authorize staff to pursue Option B.

E. Timing

The Capital Improvement Program shows the Stagecoach Road project scheduled for construction in the summer of 2004. Board action is needed to keep the project on delivery schedule.

IV. IMPLEMENTATION/FOLLOW-UP

Upon direction from the Board, Engineering staff will work to develop right-of-way maps, acquire right-of-way, pursue land use actions (special use permit) and develop plans and specifications for project construction.

V. ATTACHMENTS

BOARD ORDER

EXHIBIT A – Right-of-Way Acquisition List

EXHIBIT B – Design Concept and Findings

ATTACHMENT 1 - Stagecoach Road Slide Repair Public Record as of 6/16/2003

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) IN THE MATTER OF APPROVING A PROJECT DESIGN
)) CONCEPT FOR THE SLIDE REPAIR ON STAGECOACH
)) ROAD MP 0.00 TO MP 0.69 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 REPAIR OF SAID ROAD.

WHEREAS, the Stagecoach Road slide repair has been approved for funding through adoption of the FY 2002-03 through FY 2006-07 Capital Improvement Program; and

WHEREAS, on April 2, 2003 the Roads Advisory Committee held a public hearing to consider the report prepared by County staff, and adopted a recommendation specifying a design concept for repairing Stagecoach Road; and

WHEREAS, the recommendations and findings were mailed to property owners within the project area; 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 hereof, 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 repair of said road and the Board being fully advised; and

WHEREAS, the Board has concurred in the necessity of the repair 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 repair of Stagecoach Road, 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 repair of said 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 repair Stagecoach Road, to serve the needs of Lane County for the general use and benefit of Lane County; **AND, BE IT**

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

DATED this _____ day of _____ 2003.

Peter Sorensen, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 8-5-03 lane county,



OFFICE OF LEGAL COUNSEL |

IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR THE SLIDE REPAIR ON STAGECOACH ROAD MP 0.00 TO MP 0.69 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 REPAIR OF SAID ROAD.

EXHIBIT A

**Stagecoach Road
Slide Repair Project
Right-of-Way Acquisition List**

Stagecoach Road Project
Right-of-Way Acquisition List

<u>Legal Description</u>	<u>Owner of Record</u>
18-08-18-800	Milton Lee Shuman
18-08-18-601	Daniel L. Cox & Patricia A. Prince
18-08-18-200	Frederick C. Beckley & Robert C Beckley
18-08-07-700	Carl L. & Christine E. Duwell
18-08-07-503	Judith Dodson
18-08-07-501	Judith Dodson

LANE COUNTY BOARD OF COUNTY COMMISSIONERS
ADOPTED DESIGN CONCEPT AND FINDINGS**Stagecoach Road Slide Repair**

August 20, 2003

BACKGROUND

Stagecoach Road is a Rural Minor Collector approximately 11.5 miles in length, from Richardson Road to State Highway 36. Per Lane Code, it is a road that gathers traffic from an area and directs it to a major collector or arterial. Along its length, Stagecoach Road serves around 130 rural parcels under approximately 50 separate ownerships, and it is generally characterized by its narrow paved surface in mountainous terrain with several railroad crossings. Current average daily traffic volumes are around 100 vehicles per day. Other noteworthy features are as follows:

- Important connectivity between Highway 126 and Highway 36
- Links communities of Richardson and Swisshome
- Routing for Emergencies and Fire Suppression
- Recreational and tourism travel
- Offers connection to County Seat Eugene

Near Richardson Road, the proposed project section of Stagecoach Road possesses a steep road grade, a 16-foot paved width carved into a hillside, and steep side slopes on both sides of road. The road has experienced slope stability problems requiring on-going maintenance and continuing safety concern for road users. The primary failure area appears to have occurred as a result of the deterioration of a large timber used to shore up the road. Slope failure has caused about 2 feet of the paved roadway to fall away, leaving a near vertical edge.

The goal of the proposed project is to provide a safe two-lane travel surface and address the specific slide area between MP 0.25 and MP 0.50. Project funding is budgeted in the County's Capital Improvement Program (CIP) for construction in the FY 03/04. The current estimated costs for the project are \$1,100,000 for construction and \$110,000 for right-of-way (R/W) acquisition. The higher than average construction costs are generally due to the large embankment costs caused by the overall slope and topography.

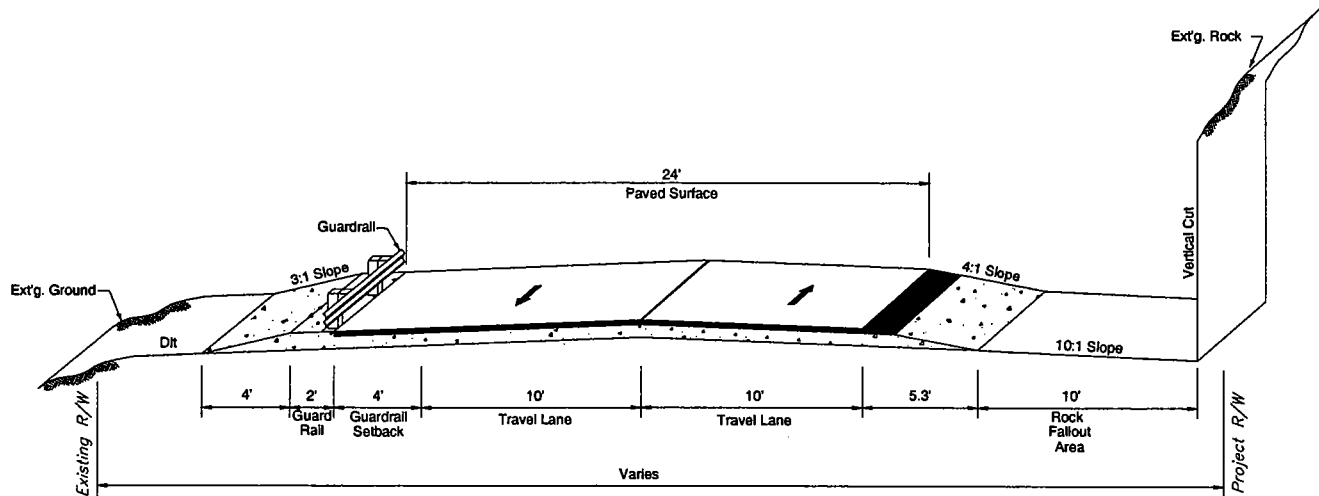
RECOMMENDED DESIGN CONCEPT

The Lane County Board of Commissioners orders the construction of a 24-foot wide rural paved roadway generally following the existing Stagecoach Road centerline that utilizes the typical section discussed below (Option B).

- **Alignment**

The project alignment generally follows the existing centerline, with a 6-foot shift to the east to accommodate the typical section below without impacting the railroad tracks adjacent to the project.

- **Typical Section**



- Two 10-foot wide paved travel lanes
- One 4-foot shy distance from face of guardrail
- One 10-foot Rock Fallout Area

- **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.

- **Design Speed**

The design speed for this rural mountainous road that has 90-100 vehicles per day is 20 mph. This design speed will be used for design of horizontal and vertical alignments.

- **Right-of-Way Widths**

The existing right-of-way is 40 feet wide within the project length. Generally, an additional 40 feet will be needed for the project to accommodate the typical section, proposed alignment and culvert extensions resulting in a total right-of-way width of around 80 feet.

Exact right-of-way requirements will be developed upon adoption of this design concept.

- **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

On April 2, 2003 the Roads Advisory Committee (RAC) held a public hearing regarding the staff recommendation. No one from the public attended the hearing and the Public Works Department received no written testimony. In the absence of public input, the Roads Advisory Committee adopted the staff report as their recommendation to the Board of Commissioners. Staff mailed a letter on April 14, 2003 indicating the importance to know what, if any, public support there was for the proposed project. In the letter, staff underlined the following key points:

- The project represents a significant amount of Road Fund expenditure
- The Board of County Commissioners has a responsibility to make a final decision of the need and concept of the project.
- If the road continued to deteriorate to a point where it is no longer passable, what would be the impacts?
- Written comments are to be received until the record is closed on May 14, 2003.

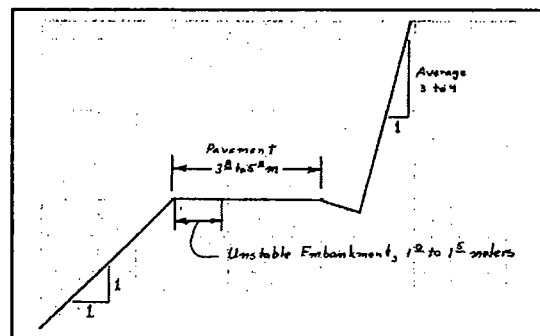
Based on the above, the following written public comment has been received and summarized as follows:

- Seven (7) written comments, all supportive of the project
- Zero (0) negative comments
- Dangerous conditions need permanent repair
- There will be significant impacts if road was permanently closed
- Road is needed for emergency and fire suppression travel
- RAC and staff Design Option B is supported
- Residents have appreciated the past maintenance to try and hold road together

FINDINGS

- **Existing Road Conditions**

The existing Stagecoach Road has a 16-foot wide paved travel surface with small amounts of gravel shoulder within a 40-foot right-of-way. The road is very narrow with little room for driver error, as sideslopes along the roadway are very steep above and below. Central Oregon & Pacific Railroad own and operate a rail line below the road. The horizontal distance between the road and rail varies from 60 to 120 feet along the project length.



The primary failure appears to have occurred at MP 0.38 where a large timber, used to shore up the edge of the road, failed. This caused approximately 1.5 feet of the paved roadway to fall away leaving a near vertical edge approximately 1.5 feet high. The slope below the failure is steeper than 1 vertical to 1 horizontal (1V:1H). An additional three feet of the paved road width is cracked and sunken by 1-½ inches. The stable paved width, in this area, is approximately 9 feet.

A number of secondary failures exist to both the north and south along the west edge of the roadway. These failures consist of cracking along the outer 3 to 5 feet of the roadway, with pavement grades sunken 1 to 4 inches.

The total length of roadway affected by the near continuous primary and secondary failures is approximately 1300 feet with the primary failure occupying approximately 300 linear feet of this length.

• **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>
Stagecoach Rd., MP 0.03 (just to the west of the intersection with Richardson Rd.)	90	(1997)
Richardson Rd., MP 0.03 (just to the north of Hwy 126)	140	(1997)

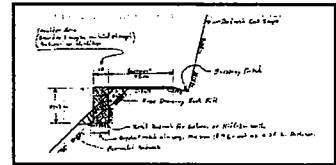
• **Alternatives Analysis**

The Engineering Division looked at several options for repairing the slope failure. The option sketches below are diagrammatic and are included only to illustrate general differences between options.

Summary of Options

Option A: Use a retaining device on the downhill side of the road to support the roadbed in the area of instability. Cost: \$1,500,000

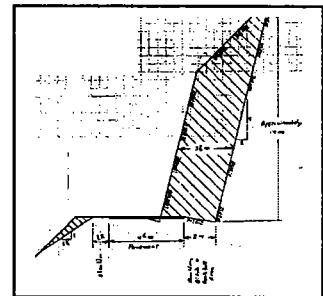
The division looked at several types of retaining devices such as a concrete retaining wall, grouted riprap, or some other earth retaining system. Evaluated option was to provide support for the outside five to six feet of roadway by use of retaining device to establish a 24 +/- foot paved travel surface through the area from MP 0.00 to MP 0.69



Option B: Widen road into the hillside.

Cost: \$1,100,000

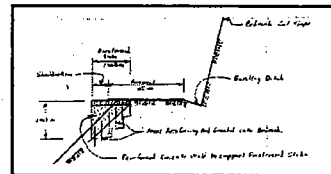
This is the preferred design option because it provides the most permanent solution with the least potential for future failure. The major cost component of this option is the expected amount of general excavation. This option also minimizes work on the west side (down slope) of the road above the adjacent railroad tracks.



Option C: Construct a Half-bridge in the area of instability.

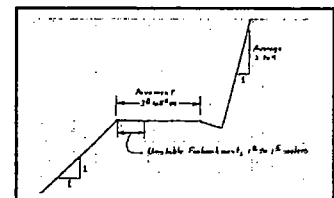
Cost: Not Available

This option is the most expensive and technically complex option. A structural engineer will have to be engaged to design the half-bridge. An estimated project cost was not developed for this option as bridge design functions are typically contracted; however, the estimate is expected to be higher than any of the options evaluated.



Option D: No-build.

This option has increasing costs due to the on-going maintenance anticipated as the road continues to fail and maintenance crews apply incremental fixes. Eventually, a permanent fix will have to be implemented to keep the road passable.



Preferred Option

The Lane County Board of Commissioners adopts Option B as the preferred option.

This option meets the project goal of providing a standard two-lane roadway and addressing the slope stability problems from MP 0.25 to MP 0.50. It is the least expensive option of those evaluated by the Engineering Division, and provides for a long-term solution on this Rural Minor Collector road. Option B is also 100% supported by the written public comments.

A discussion follows of how the various options compare within certain evaluation criteria established for this project.

Reasonable Cost – Although there was no maximum cost established for this project, previously adopted Capital Improvement Programs identified a target cost of \$500,000 to \$700,000. However, these previous estimates envisioned minimal fixes that established sub-standard roadway widths and relied on minimal grading and excavation work. Upon refinement of design alternatives, and in consideration of preliminary discussions with the affected public, the estimated costs exceeded the original estimates in order to end up with a road that operates safely and well.

Option C was not investigated fully, as it was seen to be the most expensive of the alternatives. High costs were generally a result of the need to hire outside expertise and the technical nature of constructing a half-bridge structure of the length estimated.

Reduced Maintenance – Under Option D (No-Build), the high potential for future slope failures would cause obvious long-term maintenance problems. Although future repair costs and timing were hard to quantify, Option D was generally not preferred because a permanent fix would be needed if this roadway is to remain open. In the long term, taking into account the Functional Classification of the roadway and how much people in rural Lane County rely on it, the No-Build option was not seen as a viable alternative.

Limited Physical/Design Constraints – All options evaluated by the Engineering Division are restricted by the proximity of the Central Oregon & Pacific Railroad, the Siuslaw River and the overall mountainous topography.

The Central Oregon & Pacific Railroad owns and operates a rail line running adjacent to the project at an average horizontal distance of 90 feet from the roadway. Directly adjacent to the rail line are the banks of the Siuslaw River. Therefore, opportunities to shift the rail line to the west to accommodate possible fill slopes were determined to be impractical as cost and disruptions to rail operations and environmental impacts were estimated to be large.

Topography was another key design constraint, as side slopes are steep and small amounts of widening or shifting the road centerline would result in significant excavation cuts or fills. Based on these factors, design options were to utilize the narrowest cross-section allowed to meet programmed design standards.

No option was eliminated by applying the above criterion, but all were affected by these design constraints. Option B gets a plus for being the only option that establishes the road farther away from the rail line and river. Otherwise, the other two design options rely on costly structural elements on the down-slope side to support the road.

Acceptable Land Use Impact/Requirements – Option B includes acquisition of right-of-way in order to widen the road. The project area is surrounded by lands zoned Non-Impacted Forest (F-1) and Impacted Forest (F-2). The F-2 zone was recently updated to reflect the current State land use zoning requirements. Per Lane Code Chapter 16.211(2)(m)(ii), the following uses are permitted without the need for notice and the opportunity to appeal, subject to compliance with other applicable provisions of Lane Code:

Widening of roads within existing rights-of-way as described in LC Chapter 15 or the following public road and highway projects:

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

The provision cited above is listed as a use subject to Director Approval, meaning a special use permit is required for those lands in the F-1 zone.

Option B will require the issuance of the special use permit.

Limited Property Acquisition Impact – Option B requires the acquisition of approximately 40 additional feet along the west side of the project for a total right-of-way width of 80 feet. This is created by using the existing edge of pavement as a fixed point and then widening to the “up-hill” (east) side. This minimizes work done on the downhill side of the roadway and shifts the roadway centerline approximately 6 feet to the east. Additional right-of-way area is also needed for the rock fallout area proposed by Option B.

Options A, C and D would not require additional acquisition of right-of-way, as the use of a retaining device or bridge structure can be constructed within the existing right-of-way limits.

Limited Environmental Impact – No options were eliminated due to environmental impact as all options have similar impacts. Although option D may have relatively less impact in the short term, the on-going maintenance activities under a No-Build scenario may require later excavation or grading activities.

Local Community Acceptance – As previously stated, there has been some public comment for this project, and all comment has been positive and in favor of the preferred Option B. The draft design concept was mailed to the project mailing list on March 18 in anticipation of the public hearing on April 2.

No options were eliminated due to this criterion.

- **Timing**

If approved, the project is scheduled for construction the summer of 2004.

- **Additional Findings**

Cost/Benefit – In looking at a cost in excess of \$1,000,000 for 0.69 miles of a road that serves 100 vehicles per day and approximately 130 rural parcels, it may seem that the benefits are not commiserate with the cost, suggesting that a smaller, less expensive fix should be pursued. However, when we look at the role that Stagecoach Road plays in the overall road network within western Lane County, it becomes apparent that this road is an important transportation link. This road serves as a critical connection between Highway 126 and Highway 36 for commutes to Eugene/Springfield, emergency response or as a detour route when emergency situations cause the closure of either highway. Stagecoach Road is one of four similar County roads that connect the highways. Starting from the west, Stagecoach Road, Nelson Mountain Road, Poodle Creek Road and Territorial Highway, each connect Highway 126 and Highway 36. Stagecoach Road is the first connecting road after the highways meet at the community of Mapleton.

EXHIBIT B

- **Commute time** - Testimony received by adjacent property owners and residents suggest that commute times to destinations in the Willamette Valley would increase by as much as half an hour if they were unable to use Stagecoach Road.
- **Emergency Response/Fire Suppression** – The project area is surrounded by lands zoned Non-Impacted Forest (F-1) and Impacted Forest (F-2). In the case of a forest fire burning in this area, the only emergency access to these lands is by way of Stagecoach Road.
- **Detour Route** – Nelson Mountain Road is the next connecting road as you travel east on either Highway 126 (18 miles) or Highway 36 (17.5 miles) from Mapleton. Construction activity, weather related or other road closures affecting either highway will use Stagecoach Road as the likely route for detour traffic in the area between Mapleton and Nelson Mountain Road.

Considering the above and determining the significance of Stagecoach Road as an important transportation link between Highway 126 and Highway 36, the Lane County Board of Commissioners finds that the benefit of building a long term fix in the slide area justifies the cost of constructing the design concept contained herein.

ATTACHMENT 1

Stagecoach Road Slide Repair Public Record as of 6/16/2003

Hearing Notification Letter mailed 3/21/2003	1-1
Minutes of Roads Advisory Committee Hearing on 4/2/2003	1-9
Notification of 30-day Public Review of Roads Advisory Committee	1-10
Copies of Original Written Testimony Received by May 15, 2003	1-18

ATTACHMENT 1

Stagecoach Road Slide Repair Public Record as of 6/16/2003

Hearing Notification Letter mailed 3/21/2003	1-2
Minutes of Roads Advisory Committee Hearing on 4/2/2003	1-8
Notification of 30-day Public Review of Roads Advisory Committee	1-9
Copies of Original Written Testimony Received by May 15, 2003	1-17

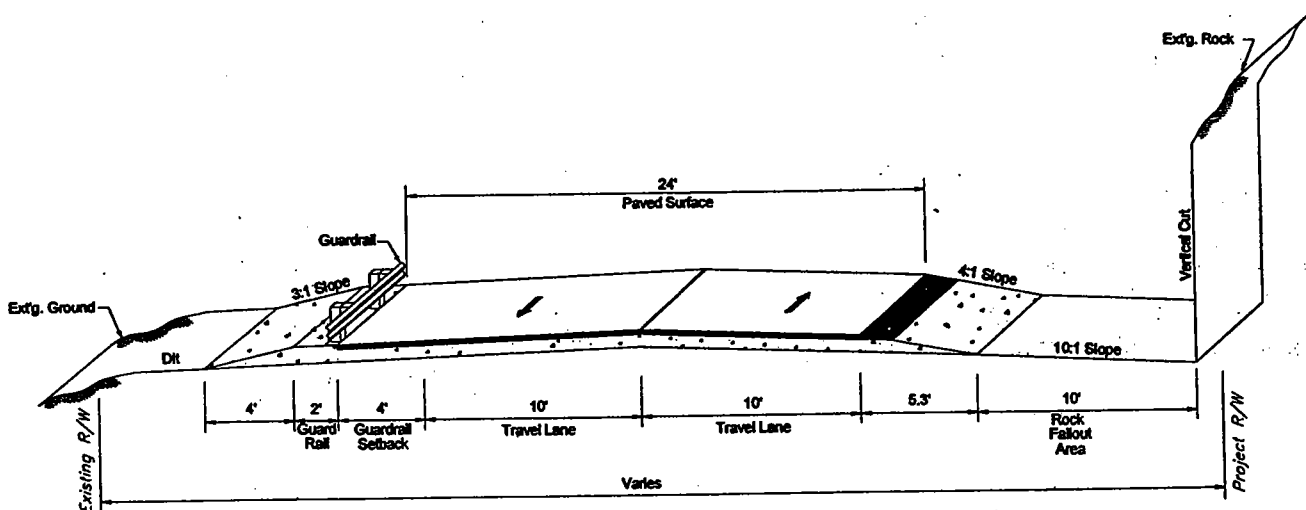
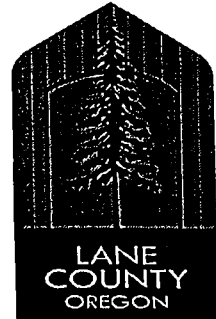
March 21, 2003

Stagecoach Road Property Owners and Interested Parties

Dear Sir or Madam:

The Lane County Public Works Department is continuing to develop a fix for the slide area on the south end of Stagecoach Road. We have drafted a proposed design concept for the Roads Advisory Committee's consideration. The Roads Advisory Committee (RAC) is a citizen advisory group to the Board of County Commissioners.

The design concept being proposed by staff is to cut into the rock slope, shift the alignment into the hillside and construct a 24-foot wide paved surface with a 10-foot rock fallout area. This will require acquisition of additional right-of-way from properties abutting the project.



The RAC will be holding a public hearing on Wednesday April 2, 2003 to consider the Recommended Design Concept enclosed with this letter. Please read the document and provide us with your written comments. I invite you to then attend the hearing and either testify to the RAC or submit your comments in person. As long as written comments are received before Monday, March 31, 2003, they will be presented to the RAC at the hearing. The public testimony received in conjunction with the hearing will help the RAC shape the final recommendation that will be forwarded to the Board of Commissioners.

Upon adoption of a design concept by the RAC, the document attached will be amended to include public comments and findings related to the proposal. This amended document will then be mailed to you for a 30-day comment period.

After the 30-day comment period, if the "Recommended Design Concept and Findings" receives general approval from abutting property owners, the document will be presented to the Board of County Commissioners (BCC) for approval and adoption.

However, if within this comment period, 50 percent of adjacent land owners of record along the proposed road improvement project object, in writing, to the RAC's "Recommended Design Concept and Findings", the BCC will hold a second public hearing before making a final decision on a concept for this project. Comments should be mailed to:

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

Schedule Summary

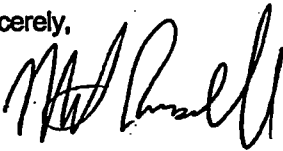
Monday, March 31, 2003 By 5:00 p.m.	Written comments due to Public Works Dept. for presentation to the RAC (if not attending the hearing in person)
Wednesday, April 2, 2003 7:00 p.m.	Roads Advisory Committee Public Hearing
*Monday, April 7, 2003 To *Wednesday, May 7, 2003	30-day comment period for Recommended Design Concept and Findings
*Wednesday, June 4, 2003	Board of County Commissioners consider RAC recommendation

* Dates apply only if Roads Advisory Committee adopts a design concept on April 2, they may wait and make a recommendation the next time they meet in May. You will be notified of the result of the April 2 hearing either way.

Once adopted by the Board of Commissioners, construction of improvements can start as soon as summer 2004.

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

Sincerely,



Mike Russell
Capital Improvement Coordinator

LANE COUNTY ROADS ADVISORY COMMITTEE
RECOMMENDED DESIGN CONCEPT

Stagecoach Road Slide Repair

March 21, 2003

BACKGROUND

Stagecoach Road is a rural minor collector approximately 11.5 miles in length serving several rural parcels. The road is characterized by its narrow paved surface in mountainous terrain with several railroad crossings as it winds its way between Highway 126 and Highway 36. The section of Stagecoach Road in question possesses a steep road grade; 16-foot paved width that is carved into a hillside with steep sideslopes above and below. The road has experienced some slope stability problems that require on-going maintenance and has generated continuing safety concern for road users. The goal of the proposed project is to provide a standard two-lane travel surface and address the slide area between MP 0.25 and MP 0.50. The project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 02/03 fiscal year. The current estimated costs for the project are \$1,100,000 for construction and \$110,000 for right-of-way (R/W) acquisition.

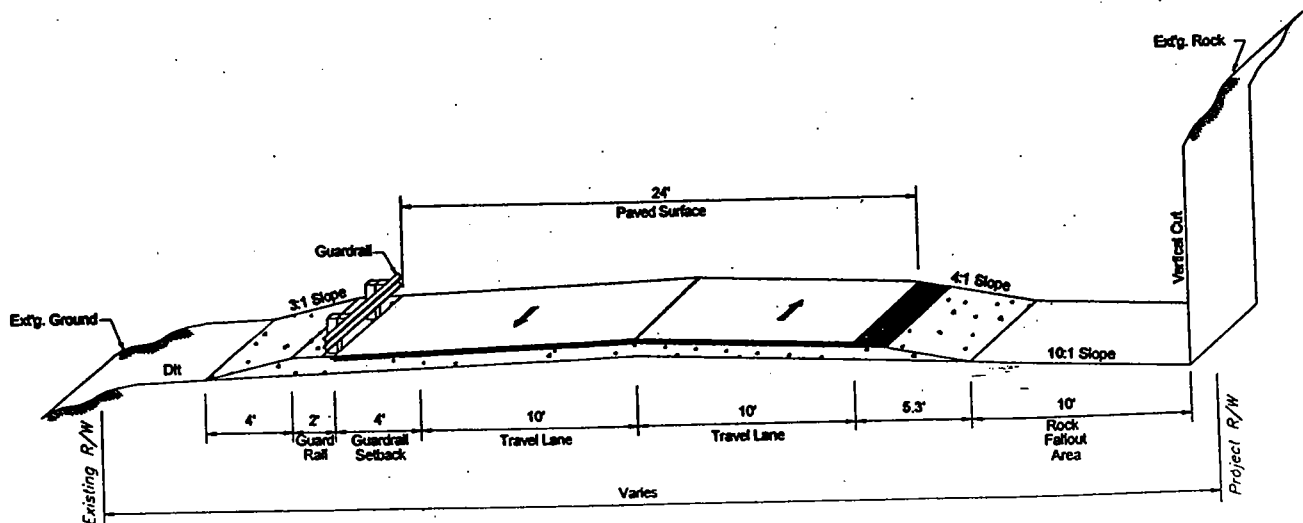
RECOMMENDED DESIGN CONCEPT

The Roads Advisory Committee will consider construction of a 24-foot wide rural paved roadway generally following the existing Stagecoach Road centerline that utilizes the typical section discussed below.

A. Alignment

The project alignment generally follows the existing centerline at a 6-foot shift to the east to accommodate the typical section below without impacting the railroad tracks adjacent to the project.

B. Typical Section



- Two 10-foot wide paved travel lanes
- One 4-foot shy distance from face of guardrail
- One 10-foot Rock Rollout Area

C. 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 of Uniform Traffic Control Devices, Millennium Edition* and Oregon Supplements.

D. Design Speed

The design speed for this rural mountainous road that has 90-100 vehicles per day is 20 mph. This design speed will be used for design of horizontal and vertical alignments.

E. Right-of-Way Widths

The existing right-of-way is 40 feet wide within the project length. Generally, an additional 40 feet will be needed for the project to accommodate the typical section, proposed alignment and culvert extensions resulting in a total right-of-way width of 80 feet.

Exact right-of-way requirements will be developed upon adoption of a design concept.

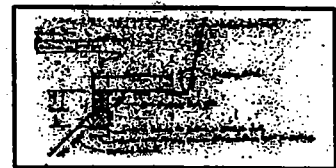
F. Alternatives Analysis

The Engineering Division looked at several options for repairing the slope failure. The option sketches below are diagrammatic and are included only to illustrate general differences between options.

Summary of Options

Option A: Use a retaining device on the downhill side of the road to support the roadbed in the area of instability. **Cost: \$1,500,000**

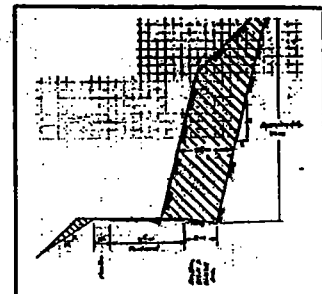
The division looked at several types of retaining devices such as a concrete retaining wall, grouted riprap, or some other earth retaining system. The general idea behind this option is to provide support for the outside five to six feet of roadway by use of retaining device to establish a 24 +/- foot paved travel surface through the area from MP 0.00 to MP 0.69



Option B: Widen road into the hillside.

Cost: \$1,100,000

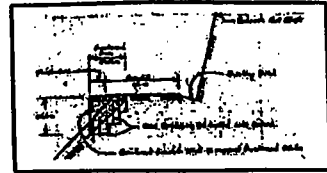
This is the preferred design option because it provides the most permanent solution with the least potential for future failure. The major cost component of this option is the expected amount of general excavation. This option also minimizes work on the west side of the road above the adjacent railroad tracks.



Option C: Construct a Half-bridge in the area of instability.

Cost: Not Available

This option is the most expensive and technically complex option. A structural engineer will have to be engaged to design the half-bridge. An estimated project cost was not developed for this option as bridge design functions are typically contracted, however the estimate is expected to be higher than any of the options evaluated.



Option D: No-build.

This option has some cost associated with the on-going maintenance costs that are anticipated as the road continues to fail and incremental fixes are applied by maintenance crews. Eventually, a permanent fix will have to be implemented to keep the road passable.



Preferred Option

The Roads Advisory Committee will be considering Option B as the preferred option.

This option meets the project goal of providing a standard two-lane roadway and addressing the slope stability problems from MP 0.25 to MP 0.50. It is the least expensive option of those evaluated by the Engineering Division.

A discussion follows of how the various options compare in certain evaluation criteria established for this project.

Reasonable Cost – There was no maximum cost established for this project, however previously adopted Capital Improvement Programs identified a target cost of \$500,000 to \$700,000. These previous estimates envisioned fixes that established sub-standard roadway widths and strove for minimal grading and excavation work. Upon refinement of design alternatives, in order to meet the project goal and end up with a road that operates well, estimated costs exceeded these amounts.

Option C was not investigated fully as it was seen as the most expensive of the alternatives. The need to hire outside expertise and the technical nature of constructing a half-bridge structure of the length estimated, contributed to its relative high cost.

Reduced Maintenance – The potential for future slope failures would cause obvious maintenance problems for Option D. Future costs are hard to quantify as the amount of needed repair is uncertain and the timing of such repair is unknown. Option D was not preferred because staff feels that a permanent fix will have to come eventually either under this CIP project or under emergency conditions when the entire roadway slides out. Option D was therefor not seen as a viable alternative to keeping the road passable for the long term.

Limited Physical/Design Constraints – All options evaluated by the Engineering Division are restricted by the proximity of the Central Oregon & Pacific Railroad, the Siuslaw River and topography.

Central Oregon & Pacific owns and operates a rail line that runs adjacent to the project at an average horizontal distance of 90 feet from the roadway. Directly adjacent to the rail line are the banks of the Siuslaw River. Therefor, opportunities to shift the rail line to the west to accommodate possible fill slopes were determined to be impractical as cost and disruptions to rail operations and environmental impacts seemed large.

Topography is another design constraint here as side slopes are steep and small amounts of widening or shifting centerline result in significant excavation cuts or fills. Therefor, in order to

keep costs down as much as possible, design options were to utilize the narrowest cross-section allowed to meet directed design standards.

No option was eliminated by applying this criterion as all were affected by these design constraints. Although Option B gets a plus for being the only option that establishes the road farther away from the rail line and river.

Acceptable Land Use Impact/Requirements – Option B includes acquisition of right of way and widening of the road. The project area is surrounded by lands zoned Non-Impacted Forest (F-1) and Impacted Forest (F-2). The F-2 zone was recently updated to reflect the current state land use zoning requirements. Per Lane Code Chapter 16.211(2)(m)(ii) the following uses are permitted without notice or opportunity to appeal, subject to compliance with other applicable provisions of Lane Code:

Widening of roads within existing rights-of-way as described in LC Chapter 15 or the following public road and highway projects:

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

The provision cited above is listed as a use subject to Director Approval, meaning a special use permit is required for those lands in the F-1 zone.

Option B will require the issuance of the special use permit.

Limited Property Acquisition Impact – Option B requires the acquisition of approximately 40 additional feet along the west side of the project for a total right-of-way width of 80 feet. This is necessitated by using the existing edge of pavement as a fixed point upon which to place the proposed edge of pavement of the typical section. This minimizes work done on the downhill side of the roadway and shifts the roadway centerline approximately 6 feet to the east. Room is also needed for the rock fallout area proposed by Option B.

Options A, C and D would not require additional acquisition as the use of a retaining device or bridge structure can be constructed within the existing right-of-way to accommodate the road width needed.

Limited Environmental Impact – No options were eliminated due to environmental impact as all options have similar impacts. Although option D may have relatively less impact, maintenance activities may require some excavation or grading activities.

Local Community Acceptance – At the time of writing, there has been no public review for this project. This design concept was mailed to the project mailing list on March 18 in anticipation of the public hearing on April 2. As comments are received into the record, this document will be amended to include topics brought up and staff responses and recommendations.

No options were eliminated due to this criterion.

G. Timing

If approved, the project is scheduled for construction the summer of 2004.

ROADS ADVISORY COMMITTEE

April 2, 2003
7:00 p.m.

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

MEMBERS ABSENT: Don McClure

B/CC PRESENT: Anna Morrison

COUNTY STAFF: Ollie Snowden, Tom Stinchfield, Mike Russell, Doug Putschler, Vonnie Rainwater

Committee reconvened and Stapleton called the meeting to order at 7:00 p.m.

X. **PUBLIC HEARING – STAGECOACH ROAD PROJECT**

Stapleton opened the public hearing. Since no one was present to testimony, Stapleton closed the public hearing.

Russell highlighted some of the slide repair design options. Several options would not require additional right-of-way. Staff is recommending Option B, which provides a more permanent solution and least potential for future failure. He stated that the proposed design concept was mailed to property owners and interested parties. If the Committee approves the design concept, there will be a 30-day comment period before the Board will be asked to adopt the design concept.

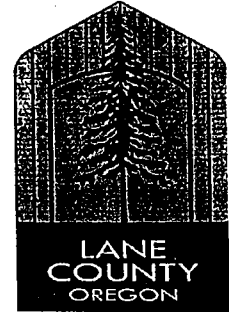
Ogle asked about the utilities. Russell indicated that there are utilities affected and they have been notified.

Redmon asked how long this stretch of road is. Russell replied that it's .25 mile.

Meeting adjourned at 7:10 p.m.

Staff recommendation was approved

Vonnie Rainwater
Vonnie Rainwater
Recording Secretary



**NOTIFICATION OF 30 DAY PUBLIC REVIEW
FOR THE RECOMMENDED DESIGN CONCEPT OF
Stagecoach Road Slide Repair
MP 0.00 to MP 0.50**

April 14, 2003

Stagecoach Road Property Owners and Interested Parties

Dear Sir or Madam:

As you know, Lane County Public Works is proposing a fix for the slide area between MP 0.25 and MP 0.50 on Stagecoach Road. On April 2, 2003 the Roads Advisory Committee (RAC) held a public hearing regarding the staff recommendation. No one from the public attended the hearing and the Public Works Department received no written testimony.

In the absence of public input, the Roads Advisory Committee decided to recommend the staff proposal. I am enclosing the recommended design concept adopted by the Roads Advisory Committee. It is the same as the one mailed to you on March 21, 2003 except that the date is changed to reflect the decision made by the Roads Advisory Committee.

According to County procedures for public involvement, the RAC's "Recommended Design Concept" (attached) is now being mailed to abutting property owners and interested parties for review and comment.

If the Recommended Design Concept receives general approval from abutting property owners, the document will be presented to the Board of County Commissioners (BCC) for approval and adoption.

However, if within this comment period, 50 percent of adjacent landowners of record along the proposed road improvement project object, in writing, to the RAC's Recommended Design Concept the BCC will hold a second public hearing before making a final decision on a concept for this project. Comments should be mailed by May 14, 2003 to:

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

This is not an insignificant project for the department. It is important for us to know what, if any, public support there is for proposed projects. Recently, the Board of County Commissioners has taken a closer look at how (and how much) the Road Fund is being spent. The Board desires to get the most out of available resources and has made a point to emphasize the responsibility they have as the fiscal agents of the County.

With that in mind, the Public Works Department is very interested in knowing the impact of allowing the road to deteriorate to a point where it is no longer passable in the area of the slide. In other words, if the County were to not do anything to address the slide, and allow it to continue to jeopardize the road, how would an eventual closure of this end of Stagecoach Road affect you?

April 14, 2003

Up to this point, we have not heard any comments from residents along the road in response to our past mailings. We have heard requests to improve the safety of the road, which we addressed in 2000 with a maintenance effort. Since then we have not heard anything further, positive or negative.

Staff would like you to know that, given the desire of the Board of Commissioners to consider closely how Road Fund monies are spent, we are concerned that in the absence of some expressed public support or comment, the \$1,100,000 being reserved for this project might be reallocated to another priority.

Maps and drawings describing the proposed road improvement project are available for review at the address above. Should you have any questions, or need additional information, please call me at (541) 682-6949 or email to mike.russell@co.lane.or.us.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Russell", written in a cursive style.

Mike Russell
Capital Improvement Coordinator

LANE COUNTY ROADS ADVISORY COMMITTEE
RECOMMENDED DESIGN CONCEPT

Stagecoach Road Slide Repair

April 2, 2003

BACKGROUND

Stagecoach Road is a rural minor collector approximately 11.5 miles in length serving several rural parcels. The road is characterized by its narrow paved surface in mountainous terrain with several railroad crossings as it winds its way between Highway 126 and Highway 36. The section of Stagecoach Road in question possesses a steep road grade; 16-foot paved width that is carved into a hillside with steep sideslopes above and below. The road has experienced some slope stability problems that require on-going maintenance and has generated continuing safety concern for road users. The goal of the proposed project is to provide a standard two-lane travel surface and address the slide area between MP 0.25 and MP 0.50. The project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 02/03 fiscal year. The current estimated costs for the project are \$1,100,000 for construction and \$110,000 for right-of-way (R/W) acquisition.

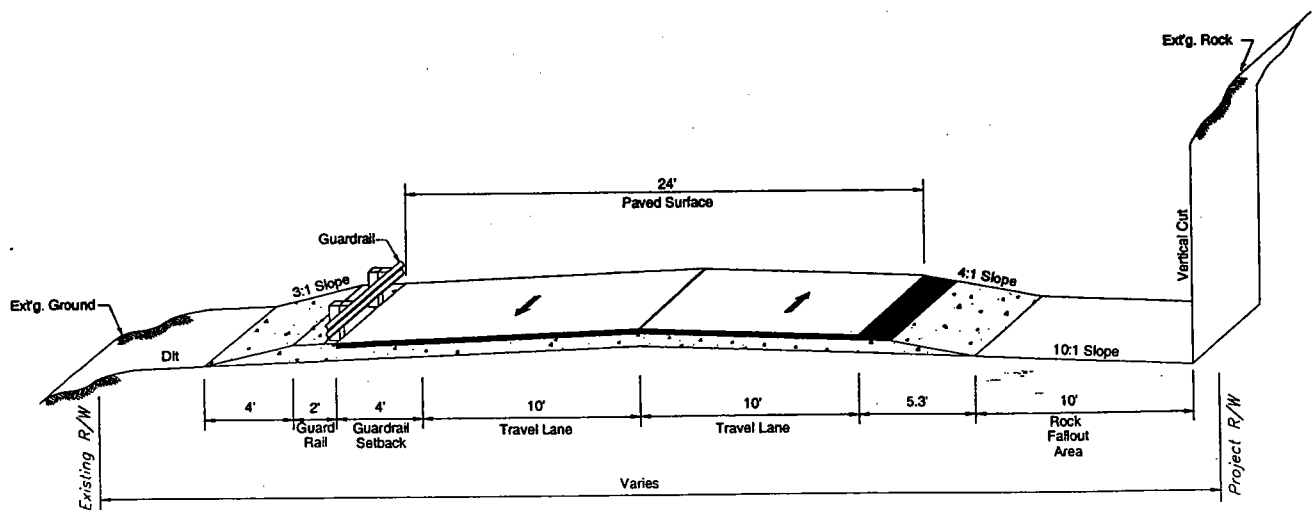
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A. Alignment

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B. Typical Section



- Two 10-foot wide paved travel lanes
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- One 10-foot Rock Rollout Area

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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 of Uniform Traffic Control Devices, Millennium Edition* and Oregon Supplements.

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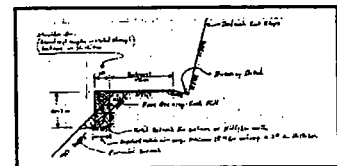
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Summary of Options

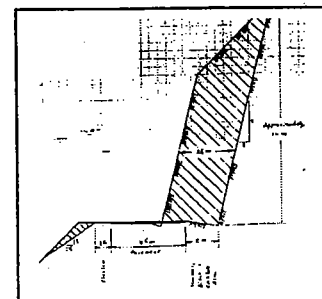
Option A: Use a retaining device on the downhill side of the road to support the roadbed in the area of instability. Cost: \$1,500,000

The division looked at several types of retaining devices such as a concrete retaining wall, grouted riprap, or some other earth retaining system. The general idea behind this option is to provide support for the outside five to six feet of roadway by use of retaining device to establish a 24 +/- foot paved travel surface through the area from MP 0.00 to MP 0.69



Option B: Widen road into the hillside. Cost: \$1,100,000

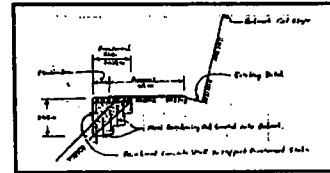
This is the preferred design option because it provides the most permanent solution with the least potential for future failure. The major cost component of this option is the expected amount of general excavation. This option also minimizes work on the west side of the road above the adjacent railroad tracks.



Option C: Construct a Half-bridge In the area of instability.

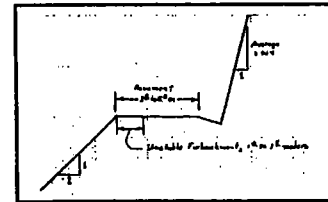
Cost: Not Available

This option is the most expensive and technically complex option. A structural engineer will have to be engaged to design the half-bridge. An estimated project cost was not developed for this option as bridge design functions are typically contracted, however the estimate is expected to be higher than any of the options evaluated.



Option D: No-build.

This option has some cost associated with the on-going maintenance costs that are anticipated as the road continues to fail and incremental fixes are applied by maintenance crews. Eventually, a permanent fix will have to be implemented to keep the road passable.



Preferred Option

The Roads Advisory Committee will be considering Option B as the preferred option.

This option meets the project goal of providing a standard two-lane roadway and addressing the slope stability problems from MP 0.25 to MP 0.50. It is the least expensive option of those evaluated by the Engineering Division.

A discussion follows of how the various options compare in certain evaluation criteria established for this project.

Reasonable Cost – There was no maximum cost established for this project, however previously adopted Capital Improvement Programs identified a target cost of \$500,000 to \$700,000. These previous estimates envisioned fixes that established sub-standard roadway widths and strove for minimal grading and excavation work. Upon refinement of design alternatives, in order to meet the project goal and end up with a road that operates well, estimated costs exceeded these amounts.

Option C was not investigated fully as it was seen as the most expensive of the alternatives. The need to hire outside expertise and the technical nature of constructing a half-bridge structure of the length estimated, contributed to its relative high cost.

Reduced Maintenance – The potential for future slope failures would cause obvious maintenance problems for Option D. Future costs are hard to quantify as the amount of needed repair is uncertain and the timing of such repair is unknown. Option D was not preferred because staff feels that a permanent fix will have to come eventually either under this CIP project or under emergency conditions when the entire roadway slides out. Option D was therefore not seen as a viable alternative to keeping the road passable for the long term.

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The provision cited above is listed as a use subject to Director Approval, meaning a special use permit is required for those lands in the F-1 zone.

Option B will require the issuance of the special use permit.

Limited Property Acquisition Impact – Option B requires the acquisition of approximately 40 additional feet along the west side of the project for a total right-of-way width of 80 feet. This is necessitated by using the existing edge of pavement as a fixed point upon which to place the proposed edge of pavement of the typical section. This minimizes work done on the downhill side of the roadway and shifts the roadway centerline approximately 6 feet to the east. Room is also needed for the rock fallout area proposed by Option B.

Options A, C and D would not require additional acquisition as the use of a retaining device or bridge structure can be constructed within the existing right-of-way to accommodate the road width needed.

Limited Environmental Impact – No options were eliminated due to environmental impact as all options have similar impacts. Although option D may have relatively less impact, maintenance activities may require some excavation or grading activities.

Local Community Acceptance – At the time of writing, there has been no public review for this project. This design concept was mailed to the project mailing list on March 18 in anticipation of the public hearing on April 2. As comments are received into the record, this document will be amended to include topics brought up and staff responses and recommendations.

No options were eliminated due to this criterion.

G. Timing

If approved, the project is scheduled for construction the summer of 2004.

EXHIBIT A

**Stagecoach Road
Slide Repair Project
Right-of-Way Acquisition List**

Stagecoach Road Project
Right-of-Way Acquisition List

<u>Legal Description</u>	<u>Owner of Record</u>
18-08-18-800	Milton Lee Shuman
18-08-18-601	Daniel L. Cox & Patricia A. Prince
18-08-18-200	Frederick C. Beckley & Robert C Beckley
18-08-07-700	Carl L. & Christine E. Duwell
18-08-07-503	Judith Dodson
18-08-07-501	Judith Dodson

RUSSELL Mike L

From: Judi Dodson [judi@AlohaFromOregon.com]
Sent: Friday, May 02, 2003 4:31 PM
To: RUSSELL Mike L
Subject: Stagecoach Road Slide Repair Project
Categories: NoHTML

Dear Mike,

I called and left a message for you and I am contacting you regarding the plan for the repairing Stagecoach Rd. in Walton. I wholeheartedly agree that plan 'B' is the most logical for a permanent fix.

I will be happy to attend a meeting for more details.

Regards

Judith Dodson

Please confirm receipt at
judi@alohafromoregon.com

RUSSELL Mike L

From: Dunphy, John (MD) [JDunphy@peacehealth.org]
Sent: Thursday, May 01, 2003 5:27 PM
To: RUSSELL Mike L
Subject: stagecoach road
Categories: NoHTML

Mike, Sorry to be so late to respond to your enquiry about the proposed work on Stagecoach Rd. I have a home at the six mile mark. I am totally in support of the repair of the road. It would present significant problems for me personally as well as the rest of my family if upper Stagecoach was to close. As you know there have been some forest fires threats in that area and having only one way to get out could easily present a danger. Please call me if you wish either at work: 687 6061 or at home 746 7606 if this work is not going to be done.

This message is intended solely for the use of the individual and entity to whom it is addressed, and may contain information that is privileged, confidential, and exempt from disclosure under applicable state and federal laws. If you are not the addressee, or are not authorized to receive for the intended addressee, you are hereby notified that you may not use, copy, distribute, or disclose to anyone this message or the information contained herein. If you have received this message in error, immediately advise the sender by reply email and destroy this message.

RUSSELL Mike L

From: John Femal [jfemal@msn.com]
Sent: Tuesday, May 06, 2003 10:19 PM
To: mike.russell@co.lane.or.us
Subject: Improvements to Stagecoach Road

Categories: NoHTML

Dear Mr. Russell,

I am a County resident and a frequent user of Stagecoach Road in Lane County. I urge you to complete repairs and the bank and slide stabilization projects slated for the section of Stagecoach Road near milepost 0.5. This area has become more treacherous over the past couple of years and is now a real safety hazard for my family and myself. The road seems to be narrowing with every passing of this cliff area. I know that repairs like these can be expensive in such steep terrain and this would be money well spent to protect the lives of folks traveling this section of road. I personally know many families that use this route on a regular basis and most have expressed real concern for their safety regarding the cliff area near MP 0.5.

Thanks for your attention to these important improvements.

John Femal

778 Elm Drive

Eugene, OR 97404

4-16-03

Mike Russell

This letter is in response to the proposed Stagecoach Road slide repair -

I am in full support of this project and the decision to use Option B.

I currently live 1/4 mile past the proposed construction area and use this road daily. It only takes one trip thru this area to realize the necessity of this project. I take daily walks down the railroad tracks which gives me the unique opportunity to view this section from below. It scares the hell out of me. Looking up, from the recent slide area, I can see the underneath of the road.. it's just sagging with little or no support. This section happens to occur at the narrowest area of the road. Passing another car, or the occasional lumber truck, at this point will make an atheist say a prayer. The fact that there's no guard rail just adds to the excitement. At Disneyland people pay good money to go on rides less scary - the fact that a school bus travels this

Road daily makes this repair even more urgent.

To not make repairs and improvements on this section of road in a timely fashion would be reprehensible and eventually lead to a serious accident and possibly death (... maybe even mine!??)

If there were to be an eventual closure of this road the inconvenience to myself and others would be significant. It's 35 miles from my home to Eugene. If the road were to close my trip would be extended to 65 miles! (12 m. to Sweet Home; 8 m. to Madras, 10 m. back to Stagecoach intersection = 30 miles!) Beyond the inconvenience I'm concerned the significant delay it would cause for emergency vehicles, i.e. fire trucks and ambulance service. I can live without pizza delivery in the country; but really don't want to give up on emergency services.

Stagecoach Road is a beautiful and scenic drive, plus an historic route to the coast.

I feel the funds being used for this project are well allocated and I completely support this construction. My only regret is that it's not slated for completion.

til next summer (2004). I feel it's a
roll of the dice to believe this stretch
of road will survive that long.

Please feel free to contact me if I
can be of any service regarding this
project.

Sincerely,
Alan Fetzer

15602 Old Stagecoach Rd
Walton, OR 97490
541-935-2736

P.S. I have a suggestion to help defray the
cost of this project. Place a toll gate
at the beginning of Stagecoach Rd. and
charge people \$500 to drive on it. People
pay a hell of a lot more to go to Disneyland
and I assure you the rides there aren't
nearly as "thrilling" !!

Dear Mr. Russell

The design concept that is being considered for the slide project on Stagecoach Road seems like a very good choice.

It is too bad that some of the monies set aside for road repair couldn't be used to further improve all of Stagecoach Road.

My husband and I live at the Swisshome end of Stagecoach Road and don't often use the other end, but once in awhile we do.

I feel that it is important to make this repair. When there are bad accidents on Hwy 126, sometimes the traffic is rerouted and much of this traffic travels Stagecoach Road. I would really like for this project to go through so that Stagecoach Road is a safe roadway for all who do travel it regularly.

I'm quite shocked that residents along Stagecoach Road have not responded to your letter. People are always wanting to get things done, and then when it comes to getting it done they are not there to support the projects. I hope you get more response this time.

Thank you, Janice & Robert Fiscus

RUSSELL Mike L

From: TR Kelley [lohzgrrl@hotmail.com]
Sent: Wednesday, April 16, 2003 10:37 AM
To: mike.russell@co.lane.or.us
Subject: Stagecoach road project

Mr. Russell

My name is Tracie Kelley, my husband Randy Hamme and i live at MP 6.5 on Stagecoach Rd. we own our place and have been living here since 1999.

i am sorry i did not get my comments in on this project in time for the meeting. Randy and i are very much in favor of this project. You only have to meet the school bus or a log truck at that spot once to understand that it's a tragedy waiting to happen. visibility is impeded and there is literally no where to go between the tracks and the cliff.

if this road were allowed to deteriorate to the point of closure,we'd only have one way out, and as you know this road gets blocked by slides and trees a lot in the winter. We work 3 days a week in Veneta and Eugene and have family and friends there and use that end of stagecoach road for about 70% of our trips away from home. having it closed would be a gross inconvenience and would cost us a lot more in gas money to go around thru hwy 36.

we appreciate the work of the road crew in keeping stagecoach rd passable especially the frequent grading and pothole-filling and quick response to slides.

we are not expecting or desiring a city-type road. i've lived in rural lane co. since 1965. i like the quiet and slow pace of this road, but a road with adequate clearances and safety turnouts would be much appreciated, and the spot in question is the worst of all and should be fixed, and we are glad this is in the works.

Sincerely,

The Kelley/Hamme house
15539 Stagecoach Rd
Swisshome OR 97480
541-268-9080

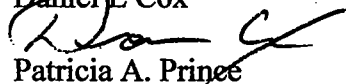
10-May-03
15895 Richardson Upriver Rd.
Walton Or. 97490

Lane Co. Public Works
CLP Coordinator
3040 North Delta Highway
Eugene, Or.97408-1696

Mr. Mike Russell:

Thank you for the opportunity to express our feelings concerning the proposed repair to Stagecoach Rd. Patti and myself have walked through the project area and assume that the fresh pink flagging marks the new right of way. Obviously the road is in need of repair and we support your proposed design to improve it. Please keep us advised on when the contracts will be let, to whom they are awarded and when work will begin.

Thank you,
Daniel L. Cox



Patricia A. Prince



