

W. S. d

AGENDA COVER MEMO

DATE: January 7, 2004

TO: Lane County Board of Commissioners

DEPT: Public Works

PRESENTED BY: Sonny Chickering, County Engineer

AGENDA ITEM TITLE: IN THE MATTER OF WITHDRAWING THE MILL ROAD AT HIGHWAY 58 IMPROVEMENT PROJECT FROM THE CAPITAL PROJECT PARTNERSHIP (CaPP) PROGRAM, MAKING THE FUNDS AVAILABLE FOR OTHER PROJECTS, AND REPROGRAMMING SAID PROJECT WITHIN THE PUBLIC WORKS 2004-2008 CAPITAL IMPROVEMENT PROGRAM (CIP) IN FY 2007.

I. MOTION

Move adoption of Board Order.

II. ISSUE OR PROBLEM

Should the Board adopt the Roads Advisory Committee's recommendation to not recommend a design concept at this time, but rather wait and coordinate with ODOT regarding improvements to the Pleasant Hill Over-Crossing and perhaps come back at a later date to reconsider a design concept. The intent would be to remove the project from the Capital Project Partnership (CaPP) program but keep the project in a later year within the CIP that gets evaluated annually and can be incorporated into the work plan when necessary and funded.

III. DISCUSSION

A. Background

Mill Road is a Rural Local Road that connects Oregon State Highway 58 (Willamette Highway No. 18) to Wheeler Road. In general, Mill Road serves as an access road to adjacent residential development and a log sort yard. Highway 58 is a major arterial route that carries traffic to and from the Willamette Valley (Interstate 5) and Central Oregon (Highway 97).

In August 2001, the Board called for projects that could be funded under the newly created Capital Project Partnership (CaPP) Program. The Oregon Department of Transportation submitted this project as a way to address a recognized safety issue on Highway 58 at this location. On December 12, 2001, the Board of Commissioners approved funding for improvements at Mill Road and Highway 58 under the CaPP Program (BO# 01-12-12-11) in the amount of \$352,780.

In the adoption of the above Board Order, the County exercised its right to take the project on as a County contract since a majority of the funding was from Lane County and a significant feature of the project involved modifying Mill Road, a County road.

This project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 03/04 fiscal year, and the current estimated costs are \$350,000 for construction and \$35,000 for right-of-way (R/W) acquisition. ODOT has agreed to contribute \$50,000 to the project.

A significant constraint on this project has been the proximity of the Pleasant Hill Over-Crossing, a railroad bridge on Highway 58 at MP 8.08, just west of the existing Mill Road intersection at MP 8.20. The intersection is too close to the bridge structure to develop a center turn lane without having to either realign Mill Road or modify the bridge. In order to keep construction costs to a minimum in line with ODOT's, all effort has been made to avoid having to modify this structure.

Since ODOT submitted the application for CaPP funds, the 2003 Oregon Legislature has authorized the sale of bonds to help finance an intensive effort to address structural deficiencies on Oregon's bridges. ODOT has since identified bridges that are in need of the Oregon Transportation Investment Act of 2003 (OTIA III) money and scheduled them for improvement. The Pleasant Hill Over-Crossing is one bridge that has been tentatively identified by ODOT for improvement within the next 5 years. It is possible that the widening of Highway 58 will occur in the project area concurrent with the bridge widening. This is a recent development, and affected the scope of the proposed CaPP project.

B. Analysis

Originally, Public Works staff proposed closing Mill Road at Highway 58 and constructing a driveway approach approximately 400 feet to the east of the existing Mill Road intersection that would serve property owned by Guistina Resources, as shown in Figure 1.

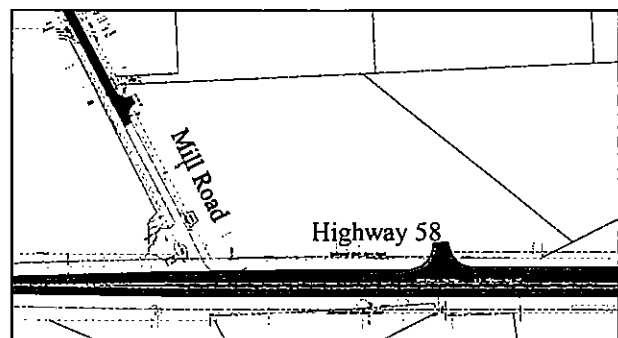


Figure 1

The public did not support this at either the Open House on September 10, 2003 or the Public Hearing on September 24, 2003. Of the 16 written comments received, 13 did not support the closure of Mill Road. The prevailing testimony being that local residents prefer using Mill Road over having to turn at Rattlesnake Road further east, which is seen as a more dangerous intersection (8 comments).

Having heard that there was little or no support for closing Mill Road, Public Works staff presented four alternatives at the Public Hearing. 1) Close Mill Road and provide driveway access to the log sort yard as originally proposed, 2) Realign Mill Road with a center turn lane on Hwy 58. 3) Leave intersection as-is and add a right turn deceleration lane, or 4) Wait for ODOT to replace SPRR bridge crossing, and coordinate with ODOT to see if Highway 58 could be widened with a center turn lane, thus eliminating the need to close or realign Mill Road.

Other issues raised multiple times in public testimony were as follows:

1. Serve all citizens, not just one commercial business (7 comments)
2. Coordinate with ODOT regarding improving the Pleasant Hill Over-crossing (7 comments)
3. Closing Mill Road will negatively affect Emergency Services response. (3 comments)
4. Support for a center turn lane on Highway 58. (3 comments)
5. Close the log sort yard access at the intersection of Mill Road and Highway 58. (3 comments)

In light of public testimony and the developments surrounding the Pleasant Hill Over-Crossing, the Roads Advisory Committee considered the following options in recommending how to proceed.

1. Prepare a typical Design Concept and Findings document for the RAC to consider that generally describes the original option that closes Mill Road at Highway 58, establishes a new driveway approach for the log sort yard, and includes a center turn lane on Highway 58. (See Figure 1)

This is the design concept that was presented to the public at the Open House. It was not supported by the public, but does solve some safety issues at the current intersection by separating the truck traffic bound for the sort yard from other vehicles traveling through the neighborhood to other destinations.

This option also establishes a center turn lane on Highway 58 for the turn movements into the new log sort yard driveway access. There are some issues with providing a center turn lane for a driveway. Typically, center turn lanes are built to accommodate road intersections only.

Local Fire Districts did not support this option either, as recorded in public testimony, citing longer response times and a more circuitous and difficult route, particularly at the skewed intersection of Rattlesnake Road and Wheeler Road.

Other comments about this option related a concern that it would be a waste of taxpayer's money to modify the intersection in this way only to have ODOT come in later and possibly widen the bridge, which could establish a center turn lane and keep Mill Road where it is.

2. Prepare a typical Design Concept and Findings document for the RAC to consider that generally describes realigning Mill Road so that it intersects Highway 58 approximately 400 feet east of

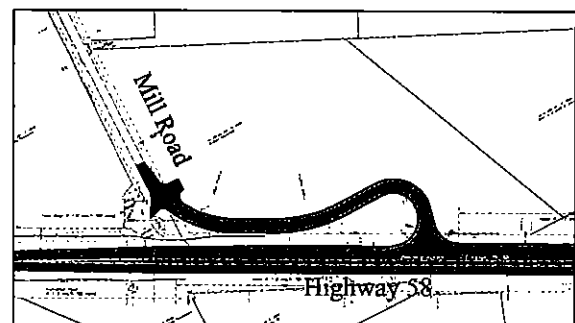


Figure 2

its current location and establishes a center turn lane on Highway 58.

This option closely resembles the original request from ODOT. This option keeps Mill Road open and public at Highway 58, establishes a center turn lane to serve the new intersection without having to widen the Pleasant Hill Over-crossing, and serves both the log sort yard and local traffic. This option received limited support from those who testified, stating that this was a better option than closing Mill Road altogether, but included throw-away costs similar to Option 1 where waiting for ODOT may be more cost effective.

3. Do not recommend a design concept at this time, but rather wait and coordinate with ODOT regarding improvements to the Pleasant Hill Over-Crossing and perhaps come back at a later date to reconsider a design concept. The intent would be to keep the project in a later year within the CIP that gets evaluated annually and can be incorporated into the work plan when necessary.

In light of the fact that the potential to replace the Pleasant Hill Over-crossing was not present at the time ODOT submitted the CaPP request, this option would provide an opportunity to coordinate with ODOT and potentially work towards a solution that widens the bridge, widens Highway 58 within the project area for a center turn lane, and keeps Mill Road where it is. This option received approval in public meetings and is seen as the least obtrusive option by residents.

However, ODOT has not made any finite promises that the bridge and Highway 58 will be widened and has not even guaranteed the timing of improvements to the bridge. There is a risk that ODOT will only rehabilitate the existing bridge at its current width. If this happens, then we can come back to you at a later date to consider a design concept that reflects this as a certainty.

4. Prepare a typical Design Concept and Findings document for the RAC to consider that generally describes either Option 1 or Option 2, but with the intent that no construction will be take place on the project until the status of the Pleasant Hill Over-crossing is finalized.

This option creates a placeholder for a project that can be constructed if ODOT does not widen the bridge. Under this alternative, staff would complete design, but hold off on right-of-way acquisition and construction until ODOT determines what it will do with the bridge. This option would be treated similarly to Option 3 within the CIP, keeping the project in a later year and incorporating it into the work plan when necessary.

This option presents some possible problems, however. As with the recent Lingo Lane at Highway 99E project, waiting multiple years between adopting a fix and implementing a fix can be detrimental to the project. As time passes, attitudes can change, people move out of the area, new folks come in, etc. Also, any preliminary engineering costs expended by the County could be unnecessarily expended. It is for this reason that staff is not recommending this option.

C. Alternatives/Options

1. Prepare a typical Design Concept and Findings document for the RAC to consider that generally describes the original option that closes Mill Road at Highway 58,

establishes a new driveway approach for the log sort yard, and includes a center turn lane on Highway 58.

2. Prepare a typical Design Concept and Findings document for the RAC to consider that generally describes realigning Mill Road so that it intersects Highway 58 approximately 400 feet east of its current location and establishes a center turn lane on Highway 58.
3. Do not recommend a design concept at this time, but rather wait and coordinate with ODOT regarding improvements to the Pleasant Hill Over-Crossing and perhaps come back at a later date to reconsider a design concept. The intent would be to remove the project from the Capital Project Partnership (CaPP) program but keep the project in a later year within the CIP that gets evaluated annually and can be incorporated into the work plan when necessary and funded.
4. Prepare a typical Design Concept and Findings document for the RAC to consider that generally describes either Option 1 or Option 2, but with the intent that no construction will be take place on the project until the status of the Pleasant Hill Over-crossing is finalized.

D. Recommendations

1. The Roads Advisory Committee and staff recommend Alternative/Option 3.

E. Timing

The Capital Improvement Program shows the Mill Road at Highway 58 project scheduled for construction in the summer of 2004. Board action is needed to advise staff how to proceed.

IV. IMPLEMENTATION/FOLLOW-UP

Upon adoption of this Board Order withdrawing the Mill Road at Highway 58 improvement project from the Capital Project Partnership program (CaPP), making the funds available for other projects, and reprogramming said project within the public works 2004-2008 Capital Improvement Program (CIP) in FY 2007, Public Works staff will remove the project from the CaPP program, coordinate with the Oregon Department of Transportation regarding the potential work on the railroad over crossing, and reprogram the project in the CIP.

V. ATTACHMENTS

BOARD ORDER

Exhibit A – Letter dated 12/24/2003 from ODOT District 5 Assistant Manager

ATTACHMENT 1 – Public Record for Mill Road at Highway 58 as of November 26, 2003

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) IN THE MATTER OF WITHDRAWING THE MILL ROAD AT
) HIGHWAY 58 IMPROVEMENT PROJECT FROM THE CAPITAL
) PROJECT PARTNERSHIP (CaPP) PROGRAM, MAKING THE
) FUNDS AVAILABLE FOR OTHER PROJECTS, AND
) REPROGRAMMING SAID PROJECT WITHIN THE PUBLIC
) WORKS 2004-2008 CAPITAL IMPROVEMENT PROGRAM (CIP)
) IN FY 2007.

WHEREAS, the Board of County Commissioners desires to be able to assist in funding of road improvements under the Capital Project Partnership Program, and

WHEREAS, on December 12, 2001, the Oregon Department of Transportation (ODOT) was successful in gaining \$352,780 in funding for the Mill Road at Highway 58 project under said program by Board Order 01-12-12-11, and

WHEREAS, in the adoption of the above Board Order, the County exercised its right to take the project on as a County contract since a majority of the funding was from Lane County and a significant feature of the project involved modifying Mill Road, a County road.

WHEREAS, this project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 03/04 fiscal year, and the current estimated costs are \$350,000 for construction and \$35,000 for right-of-way (R/W) acquisition and

WHEREAS, ODOT has agreed to contribute \$50,000 to the project, and

WHEREAS, since ODOT submitted the application for CaPP funds, the 2003 Oregon Legislature created the Oregon Transportation Investment Act of 2003 (OTIA III) to help finance an intensive effort to address structural deficiencies on Oregon's bridges.

WHEREAS, the Roads Advisory Committee, through action taken at its October 29, 2003 meeting, is recommending to wait and coordinate with ODOT regarding improvements to the Pleasant Hill Over-Crossing identified for improvement under OTIA III and perhaps come back at a later date to reconsider a design concept, and

WHEREAS, ODOT agrees with this strategy as presented in a letter from ODOT District 5 Manager attached to this order as Exhibit A, and

WHEREAS, the Board has determined that the funds allocated in FY 03-04 for this project; \$352,780, should be made available for projects of demonstrated need in the adopted CIP that are currently unfunded; **AND, BE IT NOW THEREFORE**

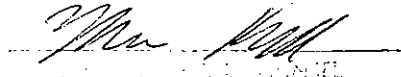
ORDERED, that the Board withdraw the project for the realignment of Mill Road at Highway 58, from the Capital Project Partnership (CaPP); **AND, BE IT**

ORDERED, that the 2004-2008 Capital Improvement Program (CIP) be amended to reprogram the Mill Road at Highway 58 project in FY 2007 under the General Construction category for \$350,000 and under the Right-Of-Way category for \$35,000.

DATED this _____ day of _____ 2004.

APPROVED AS TO FORM

Date 1-8-04 lane county,


COUNTY COUNSEL

Chair
Lane County Board of Commissioners



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

EXHIBIT A District 5
644 A Street

Springfield, OR 97477

(541) 726-2552

FAX (541) 726-2509

December 24, 2003

FILE CODE:

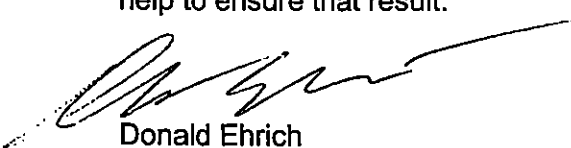
Lane County Public Works
ATTN: CIP Coordinator
3040 North Delta Highway
Eugene, OR 97408-1696

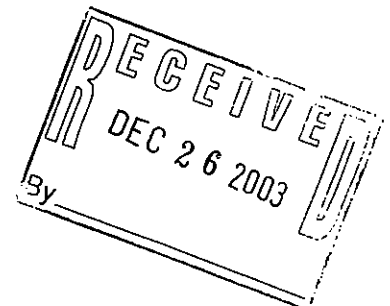
RE: Mill Road intersection with State Route 58 CAPP Project

We request that further development of this CAPP project be delayed for at least a year. ODOT is beginning the development of a project to replace the nearby bridge across the railroad and such a state project could affect the intersection of Mill Road with Route 58.

Delivering the Mill Road intersection improvement is very important. However, we believe we should wait until this bridge project is sufficiently designed so as to be able to collaborate more fully with Lane County in the intersection project. If the bridge is widened, or the highway alignment or profile changed it might negate the need to relocate the Mill Road intersection. If the bridge project can be coordinated with the CAPP project it may be possible to leverage our efforts or greatly reduce the scope and associated expense of the intersection changes.

From my participation in the outreach Lane County staff has facilitated, I know the citizens of the area share in our joint goal of making this intersection with the state highway much safer. We in ODOT greatly appreciate the willingness of Lane County to consider the needs of the state system integrated with those of our local communities through the CAP Program. Our achievement of delivering the recent Junction City improvement, the scheduled project in Cottage Grove at 4th and Harrison streets, and the developing bridge project to span I-5 in Creswell are outstanding examples of our collaboration under the CAP Program. I trust the Mill Road project will also be successful, and a short delay will help to ensure that result.

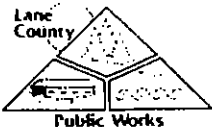

Donald Ehrich
District 5 Manager



ATTACHMENT 1

Mill Road at Highway 58 Public Record as of 11/26/2003

Capital Project Partnership Application submitted by ODOT.....	1-1
Public Open House Notification	1-5
Public Hearing Notice	1-6
Information Sheet provided at Open House and Public Hearing meetings	1-7
Written Public Testimony sorted by Last Name	1-11
Minutes of Roads Advisory Committee Hearing on 9/24/2003	1-52
Minutes of Roads Advisory Committee Deliberations on 10/23/2003	1-57



Capital Project Partnership Application

PROJECT REQUEST (PAGE 1 OF 3)

REC'D FILE 3/1/2007
 LG 3:55

1. GENERAL PROJECT DESCRIPTION

WILLAMETTE HWY & MILL RD.		MILE POST FROM 8.20 TO 8.25	LENGTH (ft)
<input type="checkbox"/> URBAN <input checked="" type="checkbox"/> RURAL	FUNCTIONAL CLASSIFICATION U	APPLICANT OREGON DEPARTMENT OF TRANSPORTATION	

2. PROJECT DATA

ITEM	EXISTING	PROPOSED	GRADING (# cubic yards)	U	WORK BY STATE/COUNTY/CONSULTANT/APPLICANT
TRAVEL LANES (#)	2	2	PAVING (# tons)	U	PRELIMINARY ENGINEERING (S,CNTY,C,A) C
STRUCTURES (#)	NA		SIGNING (Y or N)	Y	CONSTRUCTION ENGINEERING (S,CNTY,C,A) C
SIGNALS (#)	NA		ILLUMINATION (Y or N)	N	RIGHT OF WAY DESCRIPTIONS (S,CNTY,C,A) C
BIKE WAY (Y/N)	NA		DESIGN STANDARDS	U	RIGHT OF WAY ACQUISITIONS (S,CNTY,C,A) C
AVERAGE DAILY TRAFFIC	7,100		DESIGN SPEED	U	CONSTRUCTION BY
YEAR OF AVERAGE DAILY TRAFFIC	U		EXCEPTION (Y or N)	N	<input type="checkbox"/> CITY CONTRACT <input checked="" type="checkbox"/> COUNTY CONTRACT <input type="checkbox"/> STATE CONTRACT

3. FINANCIAL DATA

COST ESTIMATES (000'S)		PROPOSED FUNDING STRATEGY				
		FUND SOURCE	PE	RAW	CONSTR.	TOTAL
PRELIMINARY ENGINEERING	\$ 93,000	CAPP	\$ 93,180	\$	\$	\$ 93,180 0
RIGHT OF WAY	\$ 9,600	CAPP	\$	\$ 9,600	\$	\$ 9,600 0
ADWAY	\$ 300,000	CAPP	\$	\$	\$ 250,000	\$ 250,000 0
STRUCTURES	\$ 0	ODOT	\$	\$	\$ 50,000	\$ 50,000 0
SIGNALS	\$ 0		\$	\$	\$	\$ 0 0
ILLUMINATION	\$ 0		\$	\$	\$	\$ 0 0
TEMPORARY PROTECTION	\$ 1,000					

4. PROJECT NARRATIVE

DEFINE THE PROBLEM

Existing Mill Road & log sort yard accesses are too close to railroad overcrossing. Westbound Hwy. 58 has passing bay ending easterly off of Mill Road Junction. Observed safety problems with eastbound traffic stopping for left turn to Mill Road. Slow moving trucks westbound in front of cars just finishing pass.

PROPOSED SOLUTION

ATTACH SKETCH MAP

Move Mill Road about 400' easterly. Shorten westbound passing bay @ new Mill Rd. location. Install eastbound left-turn zone for new Mill Road location. Close log sorting yard access to Hwy. 58.

RECOMMENDED LET DATE
BY FISCAL YEAR:



Capital Project Partnership Application

PROJECT REQUEST (PAGE 2 OF 3)

ROAD/STREET NAME

WILLAMETTE HIGHWAY - MILL ROAD

MILE POST

FROM 8.20 TO 8.25

5. PROJECT JUSTIFICATION

The intersection of Mill Road (Lane County) and Route 58, Willamette Highway is poorly aligned and closer than desired to the bridge structure to the immediate west. The situation is exacerbated by this intersections' location near the meeting point of two opposing passing lanes on the state highway. Observed traffic speeds are relatively high. Although there have been only 2 reported serious crashes at this location between 1999 and 2000 the potential for a serious crashes is acknowledged by ODOT staff to be very high. Direct observations of staff include several near crashes from east bound traffic stopping to make the turn on to Mill Road and the pavement is habitually covered with black skid marks. The existing access to the adjacent mill sort yard and Mill Rd is not clearly defined. The highway traffic (7100 ADT) moves quickly at this point and includes over 1000 trucks per day on average. Relocating and realigning the Mill Road intersect with the state highway at a point further to the east will provide longer sight distance. Installing an eastbound left turn refuge on the state highway will allow following vehicles to continue safely pass turning/stopped vehicles and trucks. Stripping changes to the westbound passing lane will improve the delineation of the intersection. The affected private property owner (dexter sort yard and adjacent acreage) has recently indicated a willingness to cooperate in the relocation of Mill Road. This property owner has previously requested the installation of a left turn refuge at this location due to the frequency of near misses with their trucks turning on to Mill Road.

NOTE: If you would like to submit other supporting documentation (i.e. letters of support), please attach to this application.

6. ADDITIONAL INFORMATION REGARDING PROJECT DEVELOPMENT

RESPONSIBLE OFFICE TO BE CONTACTED FOR THE FOLLOWING ACTIVITIES:

1. Project Scoping and Project Development	ODOT/LANE COUNTY	(Office) 726-2552	(Phone)
2. Public Hearing / Citizen Involvement	ODOT/LANE COUNTY	(Office) 726-2552	(Phone)
3. Environmental / Planning	NA	(Office)	(Phone)

THIS OFFICIAL REQUEST IS FROM:

Agency

By



Signature

DONALD W. EHRICH

By

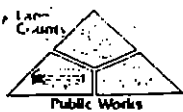
Print

Title

District 5 Manager

Date

8-31-01



Capital Project Partnership Application

PROJECT DETAILS (PAGE 3 OF 3)

ROAD/STREET NAME WILLAMETTE HWY. & MILL RD.	MILE POST FROM 8.20 TO 8.25
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7. PROJECT TASK ASSIGNMENTS

ENTER: S - STATE CNTY - COUNTY C - CONSULTANT A - APPLICANT
E - EXISTING NA - NOT APPLICABLE U - UNAVAILABLE or UNKNOWN

				PERMITS AND DOCUMENTS			
CITIZEN'S ADVISORY COMM.	S Cnty	STRIPING (PERMANENT)	Cnty	RR CROSSING	NA	AIRPORT CLEARANCE	NA
PHOTOGRAMMETRY	C	PROJECT SIGNING	C	RR PROTECTION	NA	LAND USE ACTIONS AND PERMITS	C
RECONNAISSANCE SURVEY	C	DETOUR	C	RR SEPARATION	NA	FLOOD PLAIN	NA
PUBLIC HEARING	S Cnty	ILLUMINATION	NA	RR ENCROACHMENT	NA	BUILDING	NA
FIELD SURVEY	C	STORM SEWER	NA			CORPS OF ENGRS. / DSL REMOVAL / FILL	NA
VICINITY MAP	C	LANDSCAPING IRRIGATION	NA			COAST GUARD	NA
SOILS/GEOTECH INVESTIGATION	C	SENSITIVE LAND	U			GEOLOGY AND MINERALS	C
HYDRAULIC STUDY	C	LOCAL AGREEMENT	NA			AGENCY FACILITY PERMITS	C
SIGNS (PERMANENT)	C						
							SECTION 4(F)

8. RIGHT-OF-WAY

RIGHT OF WAY LIAISON	EASEMENTS (#)	ACCESS CONTROL (Y / N) CURRENT: Y PROPOSED:	
ACQUISITIONS		RELOCATIONS	
SIMPLE	COMPLEX	BUSINESS	RESIDENTIAL
(#) 1	(#) NA	(#) NA	(#) NA

9. UTILITIES (LIST BELOW)

COMPANIES

Not known at this time

10. TYPICAL SECTION (ft)

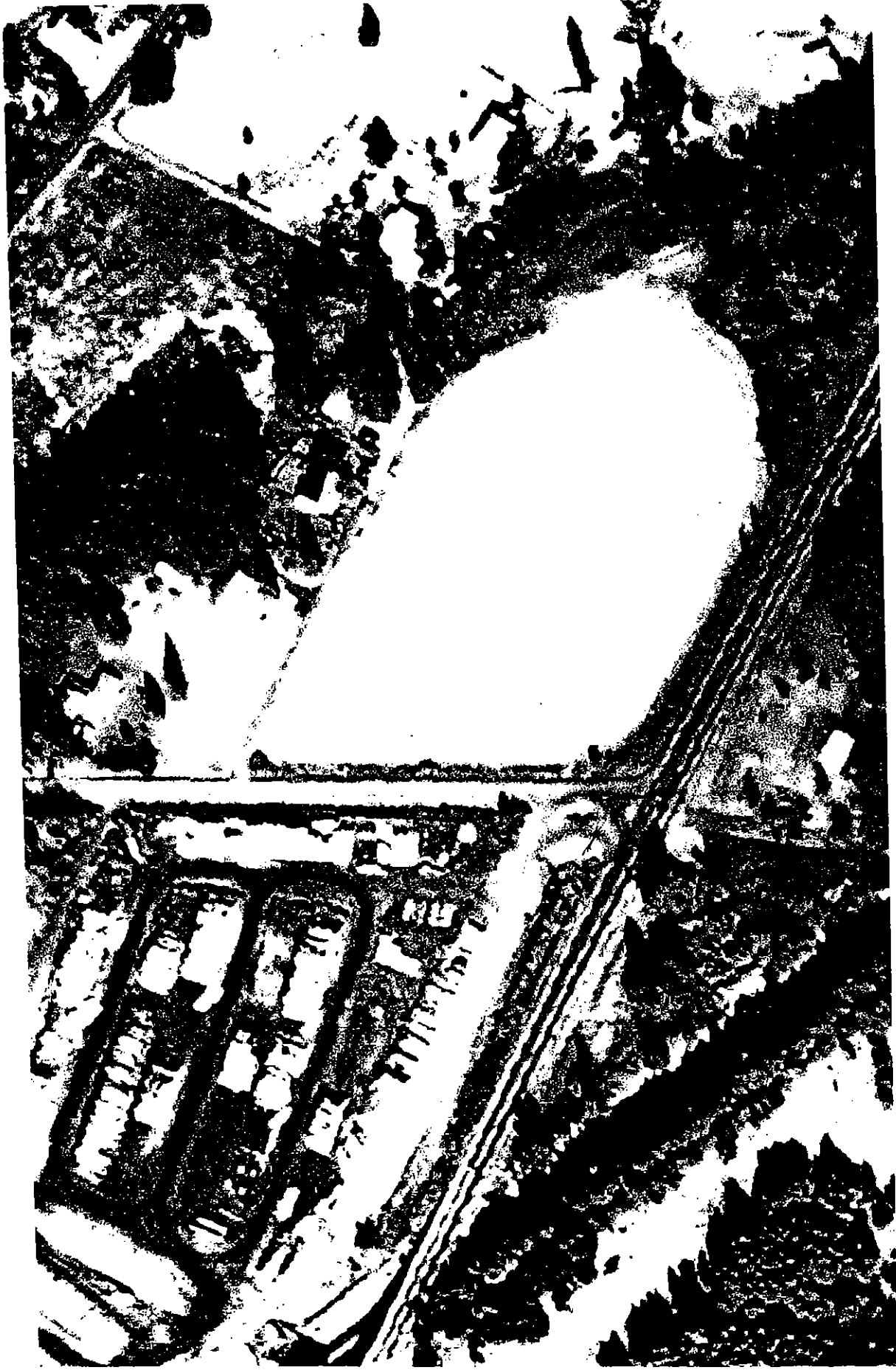
BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER / BIKELANE	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER / BIKELANE	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
PROPOSED																

11. SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

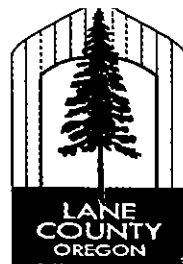
12. ANTICIPATED BRIDGE WORK

STRUCTURE	LENGTH (ft)	WIDTH (ft)	COST	STRUCTURE	LENGTH (ft)	WIDTH (ft)	COST
BRIDGE 1				BRIDGE 4			
BRIDGE 2				BRIDGE 5			
BRIDGE 3				BRIDGE 6			



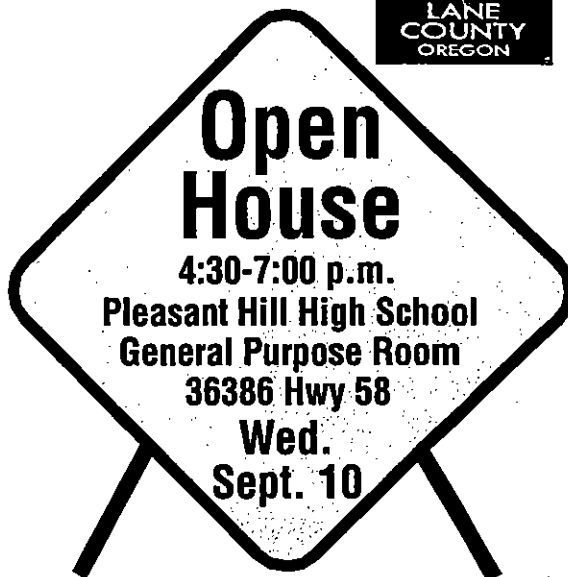
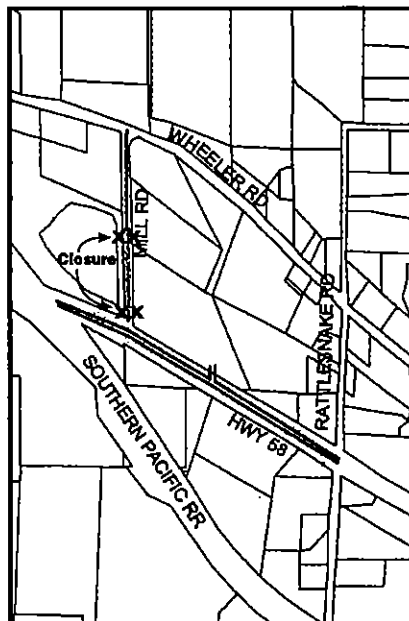
Mill Road at Highway 58

(Road changes and capital Improvements)



General Information

- A capital project funded by Lane County's Capital Improvement Program (CIP).
- If approved by the Board of Commissioners, construction will begin the summer of 2004.
- The project proposes closing access to Highway 58 from Mill Road and providing only a driveway access to the mill site approximately 400 feet to the east of the current intersection.
- Other improvements will include a center turn lane on Highway 58 and a right turn deceleration lane into the new driveway.
- The project is in the public input phase which is your opportunity to attend the public meetings and help shape it's development.



Open House Format

- An informal opportunity to review and discuss the proposal with County staff. A formal public hearing is scheduled for September 24, 2003.

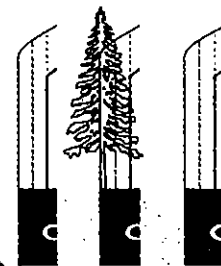
For more information contact Mike Russell, CIP Coordinator, 541-682-6949 (1-800-826-8978 County residents only). Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 Or e-mail, mike.russell@co.lane.or.us. To comment on-line, visit our website at www.co.lane.or.us under Public Works Engineering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



YOUR SUGGESTIONS
are needed to help Lane County
Public Works make the best
decisions on improving Mill Road at
Highway 58.

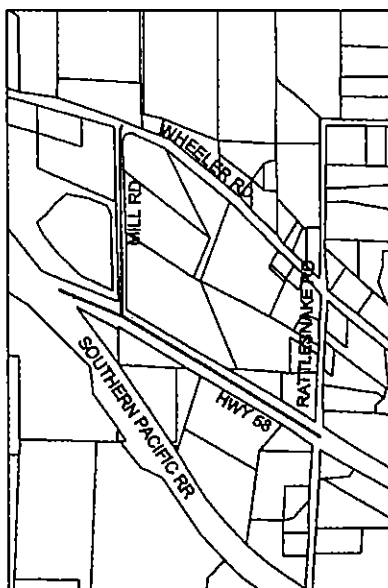
Mill Road at Highway 58

(Road changes and capital Improvements)

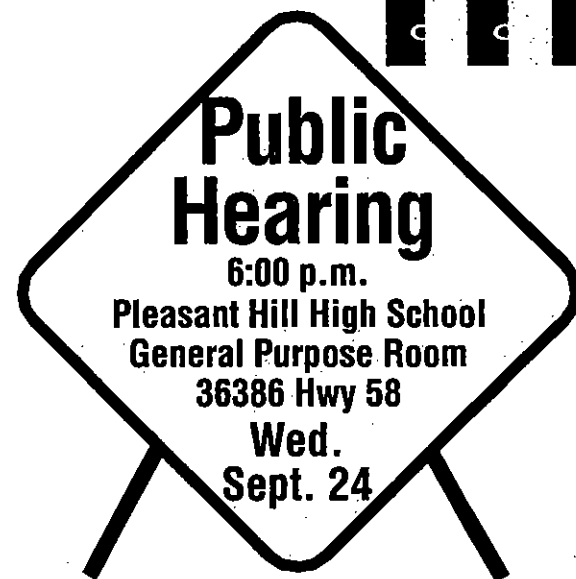


General Information

- A capital project funded by Lane County's Capital Improvement Program (CIP).
- If approved by the Board of Commissioners, construction will begin the summer of 2004.
- The intent of the project is to address safety issues at the intersection of Mill Road and Highway 58.
- Other improvements will include a center turn lane on Highway 58.
- The project is in the public input phase which is your opportunity to attend the public meetings and help shape it's development.



Vicinity Map



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.



YOUR SUGGESTIONS
are needed to help Lane County
Public Works make the best
decisions on improving Mill Road at
Highway 58.

Information Sheet
Mill Road @ Highway 58 Improvement Project



Open House
Pleasant Hill High School
36386 Highway 58
September 10, 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 scheduled for September 24, 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 September 24, 2003, 6:00 p.m. here at Pleasant Hill High School, 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.

- **General Information**

Mill Road is a Rural Local road running between Oregon State Highway 58 and Wheeler Road. The intersection of Mill Road and Highway 58 is poorly aligned and closer than desired to the bridge structure to the immediate west. The situation is exacerbated by this intersections' location near the meeting point of two opposing passing lanes on the state highway. Although there have been few reported serious crashes at this location between 1999 and 2000 the potential for a serious crash is acknowledged by Oregon Department of Transportation (ODOT) staff. Direct observations by ODOT staff include several near crashes from eastbound traffic stopping to make the turn onto Mill Road. This area of the road is consistently covered with skid marks.

The existing access to the adjacent log sort yard and Mill Road is not clearly defined and comes out adjacent to the intersection. The traffic on Highway 58 (7100 vehicles per day on average) moves quickly across the intersection and includes over 1000 trucks per day on average.

In August 2001, the ODOT applied for funds under Lane County's Capital Project Partnership Program (CaPP) to improve safety at the intersection of Mill Road and Highway 58. On December 12, 2001, The Board of County Commissioners approved funding for improvements at Mill Road & Highway 58 under the CaPP Program (BO# 01-12-12-11). Lane County Public Works elected to take on the project as a County project since it was funded using County road funds and a significant element of the project involved Mill Road, a county road. The project 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 \$400,000 for construction and \$35,000 for right-of-way (R/W) acquisition.

Major elements of the proposed construction project include:

- Closure of approximately 550 feet of Mill Road from Highway 58 to the north.
- Relocate log yard access approximately 400 feet east of current intersection.
- Hammerhead turn around area on Mill Road.
- Continuous center turn lane on Highway 58

- **Design Elements**

- Closure of Mill Road access to Highway 58**

- Initially, ODOT proposed the realignment of Mill Road so that the intersection moved approximately 400 feet east of its current location. ODOT also proposed establishing a center turn lane at the new intersection for turning vehicles. Moving the intersection further away from the railroad bridge would provide the distance needed to construct the center turn lane without having to reconstruct the bridge on Highway 58.

However when Lane County staff began to scope out the ODOT proposal and the resulting realignment of Mill Road, several concerns came to light that needed to be addressed.

- Impacts to existing residences off of Mill Road – Realigning Mill Road brings traffic closer to some existing houses off of Mill Road. Staff felt that traffic related impacts of noise and headlights might be problematic for those residents.
 - Separating truck traffic going to the log yard from through traffic on both Highway 58 and Mill Road – A significant amount of the traffic using Mill Road consists of large trucks going to the log yard site. In a one day count performed by Lane County Traffic staff, up to 40% of the vehicles turning onto Mill Road from Highway 58 were trucks. If there were a way to separate log yard traffic from through traffic, it would improve safety and operation of the facility for all users.
 - Impacts to natural resources – Several years ago, Lane County investigated placing a maintenance facility on this property. We found that there were jurisdictional wetlands on the property that would require mitigation if disturbed. When looking at the realignment, similar mitigation requirements would be necessary, thus adding cost to the project.
 - Impacts to property owned by the log yard operator– When we originally looked at the realignment curves to accommodate the proposal, the new road ended up traversing a major portion of the property owned by Guistina Resources, limiting the future use of this property.

In trying to balance the need to address the safety concerns at the intersection with the impacts listed above, Lane County staff is proposing to close off Mill Road, ending in a cul-de-sac about half way between Wheeler Road and Highway 58. This proposal would allow access to the log yard and homes off of Mill Road from Wheeler Road while minimizing impacts to livability, natural resources and property. The proposal also provides a new driveway access onto Highway 58 exclusively for vehicles going to the log yard. The driveway will be served by both center turn lane and right turn lane on the highway for traffic coming from either west or east to the log yard.

- Center Turn Lane**

- A center turn lane is proposed for the new driveway access on Highway 58. This lane will continue to Rattlesnake Road and allow vehicles turning into driveways or roads 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 wait in before pulling into the adjacent travel lane rather than having to try to pull out across both travel lanes at once.

In this case, the proposed driveway approach will experience significant truck volume. Providing an exclusive turn lane at this location is believed to provide a direct safety benefit to all users of Highway 58.

- Right-of-Way Acquisition**

- The project proposes taking any additional right-of-way equally from both sides of the roadway along Highway 58. This not only maintains a straight alignment for this high-speed highway, but will also more closely match future bridge improvements ODOT will eventually construct for the railroad crossing.

Please review the project drawings this evening to see what we think we may need as far as additional right-of-way for the project. While final design is not complete, we try to make our best guess in an effort to inform adjacent property owners of the potential for right-of-way acquisition.

- **Process**

Today's open house is your opportunity to become acquainted with the project, ask questions about the general scope of work, and submit any comments or suggestions you might have. On September 24, 2003, at 6:00 p.m. at the Pleasant Hill High School, 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. Comment sheets are available tonight for you to write down any comments or suggestions. We would like you to develop specific comments and present them at the formal hearing scheduled for September 24, 2003 either verbally or submitted in written form. The record for the hearing will stay open until October 3, 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 October 3, 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 2004. 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.

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 south side of Highway 58 towards the railroad bridge.

What about acquiring private property?

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

How long will the construction last?

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



PUBLIC HEARING COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's Open House or no later than Friday October 3, 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: **Mill Road @ Hwy 58
Improvement Project**

Name DEBBIE Arnold
Address 37829 Wheeler Rd
Mailing Address Dexter, OR 97431
Phone 726-6324

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: This so called safety change will
in fact create A Safety hazzard AS there
ARE 10 accidents to one on Rattlesnake
mill Rd is A ROAD frequented by All Local
Residents, has been for many years with
very few accidents. It seems this proposal
will only benefit the soft yard business.

(continue on back)

I believe Mill should be left as is until the bridge is widened to allow for safe turn lanes into the sort yard. By utilizing changes on the highway only, residents will be able to continue using Mill Rd, the trucks will ~~be~~ have access there will be no safety issue. This proposal to close Mill Rd will be a deficit for the residents. As well as costs to the county being exorbitant. There are many alternatives that really should be considered. I would fully support widening Hwy 58 to include turn lanes. I understand there are funds available for bridges. Let's wait for the bridge work & then come up with plans. To do what is proposed is premature & unnecessary.

BREWER & BREWER INC.

P.O. Box 1035, Fall Creek, OR 97438 • Office Phone & Fax (541) 744-1646

September 22, 2003

Mike Russell
Lane Co. Public Works
3040 N. Delta Hwy.
Eugene, OR 97408

Re: Mill Road changes and capitol improvements

Dear Mr. Russell:

I would like to share some thoughts with you on the proposed Mill Road changes. My interest and concerns related to the project are derived from being both an adjoining landowner and operator of the Dexter Sort Yard.

The first observation I have is that there is a very obvious safety issue on Highway 58, particularly in the East bound lane, due to stopped traffic while awaiting an opportunity to turn into the log yard. Anyone who rebuts this simply is not aware of the facts, or is deliberately understating the situations potential hazard. The constant skid marks present in the East bound lane about 100 - 300 feet west of the Mill Road intersection tell a true story about the hazard for anyone who chooses to investigate.

In the ten years plus that I have been operating the Dexter Sort Yard, I have personally watched over a dozen close calls where people have either taken the ditch to avoid collision or have skidded to a stop. Since I spend relatively little time in the immediate area of the Mill Road intersection, there have been without question a lot more close calls than I have witnessed.

As an operator of the log yard, and also as an adjacent landowner, I predict that the proposed changes will have no financial benefit to operations. In fact, from a standpoint of adjacent landowner, the project will present a longer path to our access by routing down Rattlesnake road.

When I put on my log yard operators hat, I predict that the changes will mean no difference, in that we currently receive and dispatch log trucks at a certain flow that will remain constant.

The bottom line is that the positive changes that would occur with the project are primarily of a traffic safety nature. I feel that this is of an importance greater than my slight inconvenience of a longer route to access my industrial parcel to the west of Dexter Sort Yard.

I would be willing to listen to any plan that addresses the safety issue that is so apparent at the Mill Road intersection. If we can all share our ideas in free discussion we may come to a solution that works as a positive for the local community and the traffic on Highway 58, one of our busiest highways. While I am interested in listening to legitimate concerns and constructive ideas regarding the safety issue, I do not have time to listen to any party interested in timber industry bashing or putting their own anti-establishment agenda ahead of the safety of Highway 58 traffic and our community.

Speaking for myself and our employees, we feel that we are in a better position than most to appreciate the dire need for greater traffic safety at this intersection and we would like to point out that we all work hard, pay our taxes and are a vital part of this community just like everyone else who has a stake in this matter.

Bottom line is that if we are unable to convince the immediate area that changes are needed, we will have to accept that. We will continue to conduct business as usual and do everything in our limited power to alleviate the hazard. We cannot, however, eliminate the thick fog or bright low sun in the mornings that aggravate the potential hazard of log trucks stopped in the east bound lanes of one of the busiest highways in the State.

I would like to commend the Lane County Department of Public Works for being proactive in bringing this concern to the forefront. My perception has been that it sometimes seems to take a certain number of catastrophic accidents to bring about change, but in this case there is an obvious effort to preempt the major accident that we all dread.

Sincerely,

A handwritten signature in black ink, appearing to read "Rick", followed by a horizontal line and a circled number "18".

Rick Brewer



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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name Annis Burris

Address 37853 Wheeler Rd

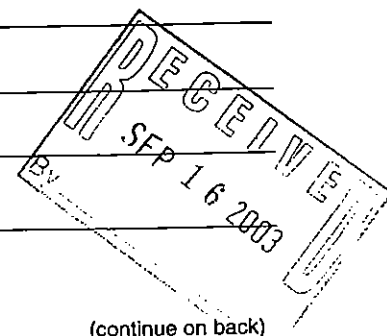
Mailing Address Box 12, OR 97431

Phone 746-6331

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>of course n. it is dumb dumb, dumb!</i>

Comments:

see attached letter!



(continue on back)

1st of all. something should have been done 8 years ago about widening that bridge and putting in a left turn lane from the bridge into the sort yard and into Mill Road before the sort yard was even allowed to open. where was your ~~right~~ site analysis then? ~~what your~~

And how typical is it that now when you finally do decide to do something, that you fail to take into account that over 200 vehicles from the area of 2 miles in each direction of the Mill and Wheeler intersection, use that Mill Road for their main egress and ingress on a daily basis. Instead you are willing to dismiss that and try to accomodate a Millionaire sort yard owner to do what would be best for his business (ie. get rid of the neighbors cutting through his property) It is uncaring and thoughtless to shut down Mill Road (a public access to the Hwy.) And you'll be stirring up a hornets nest; because something doesn't smell right.

Either do nothing and wait for the bridge to get fixed and widened by the State Hwy Dept then add to it with more widening, more signs, turn lanes, etc. If you close the road because of skid marks that you think were near accidents, why would you want to put 200 more vehicles into the N. Rattlesnake + 58 intersection and the N. Rattlesnake and Wheeler Rd intersection that are already more dangerous than Mill Road & 58, and are jammed with log trucks going to another mill, other big trucks, gravel trucks, empty truck + trailer combinations going to another saw mill, horse trailers, lumber trailers, propane trucks and school buses, etc. etc. That would make that area extremely more dangerous - you would be making matters worse instead of improving things like you think. OR if you have to do something while you are waiting for the State Highway Department to widen the bridge, then do the following...

Bridge

gate

Sort
Yard

Sort
Yard

This whole area could
become a truck left
~~turn~~ exit
from the sort yard.

Mill Road

250 feet

25 ft

300 feet

California
map

This area
could be
an entry for left
and right turn
trucks entering
and maybe
even an
exit turn
in one
direction

DOE over truck
exit appropriate
turn off exit
road

Mill Road @ Highway 58 Improvement Project



Open House
 Pleasant Hill High School
 36386 Highway 58
 September 10, 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

*Please read
 and consider the
 comments made
 on this page.*

*Public Hearing scheduled for September 24, 2003

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*Should have been addressed
 and taken care of BEFORE
 the sort yard was allowed to open*

• General Information

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Should have been addressed and taken care of BEFORE they were allowed to open.
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In August 2001, the ODOT applied for funds under Lane County's Capital Project Partnership Program (CaPP) to improve safety at the intersection of Mill Road and Highway 58. On December 12, 2001, The Board of County Commissioners approved funding for improvements at Mill Road & Highway 58 under the CaPP Program (BO# 01-12-12-11). Lane County Public Works elected to take on the project as a County project since it was funded using County road funds and a significant element of the project involved Mill Road, a county road. The project 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 \$400,000 for construction and \$35,000 for right-of-way (R/W) acquisition.

Major elements of the proposed construction project include:

- Closure of approximately 550 feet of Mill Road from Highway 58 to the north
- Hammerhead turn around area on Mill Road.
- Relocate log yard access approximately 400 feet east of current intersection.
- Continuous center turn lane on Highway 58

?reposterous!

• Design Elements

Closure of Mill Road access to Highway 58

Initially, ODOT proposed the realignment of Mill Road so that the intersection moved approximately 400 feet east of its current location. ODOT also proposed establishing a center turn lane at the new intersection for turning vehicles. Moving the intersection further away from the railroad bridge would provide the distance needed to construct the center turn lane without having to reconstruct the bridge on Highway 58. *a much better idea*

However when Lane County staff began to scope out the ODOT proposal and the resulting realignment of Mill Road, several concerns came to light that needed to be addressed.

- Impacts to existing residences off of Mill Road – Realigning Mill Road brings traffic closer to some existing houses off of Mill Road. Staff felt that traffic related impacts of noise and headlights might be problematic for those residents. *not if you closed that side entrance into the sort yard and moved it closer to Hwy 58 and farther away from the drive of the two houses in question the Kimball*
- Separating truck traffic going to the log yard from through traffic on both Highway 58 and Mill Road – A significant amount of the traffic using Mill Road consists of large trucks going to the log yard site. In a one day count performed by Lane County Traffic staff, up to 40% of the vehicles turning onto Mill Road from Highway 58 were trucks. If there were a way to separate log yard traffic from through traffic, it would improve safety and operation of the facility for all users. *see enclosed realignment map.*
- Impacts to natural resources – Several years ago, Lane County investigated placing a maintenance facility on this property. We found that there were jurisdictional wetlands on the property that would require mitigation if disturbed. When looking at the realignment, similar mitigation requirements would be necessary, thus adding cost to the project. *Don't go all the way to the edge - stay a couple hundred feet away.*
- Impacts to property owned by the log yard operator – When we originally looked at the realignment curves to accommodate the proposal, the new road ended up traversing a major portion of the property owned by Guistina Resources, limiting the future use of this property. *(on the east)*

Tough, too bad, they were already cut way too much slack in 1995 by even being allowed to open the business. It is illegal

In trying to balance the need to address the safety concerns at the intersection with the impacts listed above, Lane County staff is proposing to close off Mill Road, ending in a cul-de-sac about half way between Wheeler Road and Highway 58. This proposal would allow access to the log yard and homes off of Mill Road from Wheeler Road while minimizing impacts to livability, natural resources and property. The proposal also provides a new driveway access onto Highway 58 exclusively for vehicles going to the log yard. The driveway will be served by both center turn lane and right turn lane on the highway for traffic coming from either west or east to the log yard.

Center Turn Lane

This is fine, just don't even think about closing Mill Road.

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of necessary - there is only one driveway.

In this case, the proposed driveway approach will experience significant truck volume. Providing an exclusive turn lane at this location is believed to provide a direct safety benefit to all users of Highway 58.

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The project proposes taking any additional right-of-way equally from both sides of the roadway along Highway 58. This not only maintains a straight alignment for this high-speed highway, but will also more closely match future bridge improvements ODOT will eventually construct for the railroad crossing.

Not needed!

Please review the project drawings this evening to see what we think we may need as far as additional right-of-way for the project. While final design is not complete, we try to make our best guess in an effort to inform adjacent property owners of the potential for right-of-way acquisition.

- **Process**

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Lane County Public Works
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*use Mill Road regularly in general, and the ones on Wheeler Road between Mill
and Rattlesnake and between Rattlesnake and
58 before because they will have to put up with more noise, traffic and congestion.*

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 2004. 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.

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Where were you when the sort yard owners filled in the log pond back in 1994-95 - the ponds were wetlands - home to western pond turtle, Red legged frogs, and hundreds of bird wildlife.

Initial surveys indicate a possibility of wetland impacts along the south side of Highway 58 towards the railroad bridge.

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.

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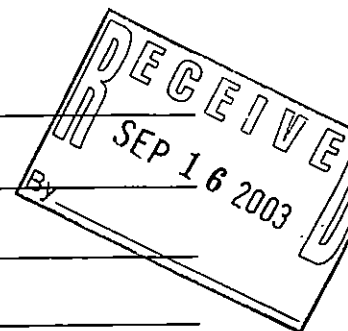


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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name Barbara Burris
Address 37853 Wheeler Road
Mailing Address (same)
Phone 541 746-6331



	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: I do not support the closing of mill Rd.
Mill Road is used by many residents in the area &
many non-residents, not just the big trucks that
go into the sort yard. I use Mill Road nearly every
day. I find that in turning east or west onto
Hwy 58 from the Mill Road intersection is safer
than the intersection at Rattlesnake & Hwy 58.



(continue on back)

To spend that much money to make a center turn lane on Hwy 58 would only make sense after the widening of the Railroad Trestle Bridge. That way, the turn lane could be put in the appropriate place so that you could turn at the existing Mill Road intersection. The Sort Yard entrance could be placed 150 feet to the North on Mill Road instead of their existing entrance that is butting onto Hwy 58. The railroad bridge is a bottleneck from both directions and is ~~and~~ more of a safety issue than a left turn lane for Mill Road.



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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name David T. Christofferson
Address 37881 Wheeler Rd.
Mailing Address 37881 Wheeler Rd.
Phone 736-1996.

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: Closing mill Road would divert traffic
to Rattlesnake causing a more dangerous situation.
if they cannot. are not going to improve Hwy 58 for
decades. why are we addressing using TAX Payers
money for the Benefit of private Intity. IF
THIS IS How our tax money is used no wonder
Oregon is in a Deficit

(continue on back)



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PROJECT: Mill Road @ Hwy 58
Improvement Project

Name Clif Everett
Address 37761 Wheeler Rd since 1935
Mailing Address Marcola 97454 or 37695 Wheeler 97431
zip zip
Phone 933-2545 o 744-9049

Support

Support with
conditions
(please explain in
Comments
section)

Do Not
Support
(please explain
in Comments
section)

Do you support the closing of Mill Road and the
resulting safety improvements as proposed?



Comments:

Ridiculous! For everyone except the
new comers at the sort yard

Two lanes west one a turn lane exclusively!
Now west bound traffic remains in turn lane blocking
traffic. West traffic should move into left lane
immediately west of Wheeler/58 intersection.

Need wider bridge 4 lanes: ^{two} ~~one~~ thru ^{two} ~~one~~ turn

Purpose ? To extend sort yard east as a
Favor to Gustina Resource while punishing local
residents

(continue on back)



PUBLIC HEARING COMMENT SHEET

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PROJECT: Mill Road @ Hwy 58
Improvement Project

Name JOY GREER

Address 83746 RATTLESNAKE ROAD

Mailing Address DEXTER OR 97431

Phone 541 747-9675

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

IT DOES NOT APPEAR THE CLOSURE IS A
BENEFIT TO THE MAJORITY OF THE LOCAL RESIDENTS.
IT WILL ONLY FUNNEL ADDITIONAL TRAFFIC INTO AN
ALREADY PROVEN DANGEROUS INTERSECTION AND THAT
IS RATTLESNAKE ROAD AND HWY 58. EXITING HWY 58
ONTO RATTLESNAKE ROAD DOES NOT SEEM TO BE AS
HAZARDOUS AS GAINING ACCESS OR CROSSING^{ING} OVER IT.

(continue on back)

I SUPPOSE THAT'S BECAUSE IT HAS TURN LANES.

AT THE INFORMAL MEETING (9-10-03) THE SORT YARD
RUNNER SAID HE KNEW OF ONLY FOUR MINOR ACCIDENTS
THAT HAD OCCURRED AT THE INTERSECTION IN THE
LAST TEN YEARS !! HE ALSO STATED HIS MAIN
CONCERN WAS THE LOG TRUCKS WAITING TO MAKE
A LEFT TURN WAS POSING A POTENTIAL DANGER.
THE DRIVERS HAVE AN OPTION IF THEY PERCEIVE
A DANGER, USE RATTLESNAKE INTERSECTION. THEY
CAN ENTER THE SORT YARD OFF WHEELER ROAD AT
THAT YARD ENTRANCE.

IF ANYTHING SHOULD BE CLOSED, IT IS THE YARD
ENTRANCE ONTO MILL ROAD AT HWY 58, AND THEN
RELOCATED AN APPROPRIATE DISTANCE NORTH ON MILL.
MAKE IT W I D E AND MAKE IT THE ONLY
ONE.

THERE IS NO GAIN FOR THE LOCAL PROPERTY OWNERS
OR THE HWY 58 TRAFFIC THAT JUSTIFIES THIS
CLOSURE AND THE SPENDING OF GOVERNMENT MONEY
TO ACCOMMODATE A PRIVATE DRIVEWAY, NO MATTER
WHICH PACKET THE GOVERNMENT MONEY COMES FROM.

AS FOR THE HWY 58 DESIGN CHANGES - I'M SURE
THE DESIGNERS CAN COME UP WITH A BETTER
PLAN TO PROVIDE LESS IMPACT TO THE ADJACENT
PROPERTY OWNERS. CURBS, RETAINING WALLS
SOUND BARRIERS ETC.

August 7, 2003

PMX# 273-2395-032
Bridge 7110

Donald K & Dorothy J Greer
83746 Rattlesnake Rd
Dexter, OR 97431

Re: Request for Permission to Dig Test Holes on Your Property
83746 Rattlesnake Rd

Dear Owner:

In anticipation of having to repair or replace over 400 bridges statewide, ODOT has launched a statewide bridge assessment effort. This effort includes:

- Collecting environmental and engineering baseline data;
- Developing permitting strategies; and,
- Complying with the National Environmental Policy Act (NEPA).

This effort is critical to laying the groundwork for repairing and replacing Oregon's bridges as outlined in the Draft Economic and Bridge Options Report (this report is available at http://www.odot.state.or.us/comm/bridge_options/index.htm). The environmental and engineering assessment of Oregon's bridges will occur over the next 12 months. ODOT will be using contractors, led by Parametrix, Inc. to conduct the environmental assessment, and David Evans and Associates and W&H Pacific to conduct the engineering assessment of the bridges.

To complete the environmental and engineering review process required for these improvements, multiple field crews will be visiting each bridge location to conduct surveys within 2,000 feet of each bridge. The bridges to be repaired or replaced include culverts crossing small streams, as well as bridge structures crossing roadways, railroads, or rivers. As one or more of the bridges identified for improvements is within 2,000 feet of your property or properties you own, we are letting you know that field crews will be on or near your property to conduct environmental and engineering examinations, inspections, and/or surveys⁷⁹.

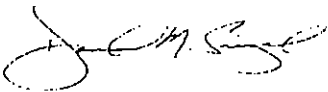
⁷⁹ Oregon Revised Statutes – State Highways 366.365 Going Upon Private Property. The Department of Transportation may go upon private property for the purpose of examination, inspection or survey to determine the advisability or practicability of locating and constructing a highway thereover, or the source, suitability or availability of road-building materials thereon. The department may exercise this authority prior to the filing or commencement of condemnation proceedings, but in the exercise of such authority no damage shall be done the property nor shall the owner be unnecessarily inconvenienced or disturbed in the use and enjoyment of the property of the owner. (Amended by 1953 c.252 s.2)

Along with environmental and engineering examinations, inspections, and/or surveys of areas surrounding each bridge, the field crews may need to conduct wetland delineations and geotechnical investigations. Wetland delineation work may involve digging a number of small pits with hand shovels (one foot in diameter and twenty inches deep) to determine characteristics of potential wetlands. Geotechnical investigations may also involve some light ground disturbance. A *Right of Entry* form is required for field crews to conduct any fieldwork that requires ground disturbance. The field crews will show full respect for your property, and will make every effort to leave things in their original state after completing their work. All sampling pits will be filled before our field crews leave the site.

Enclosed with this letter is a *Right of Entry* form for permission to dig small test holes on your property. Signing and returning this form will allow field crews, if necessary, to dig holes on your property or properties identified for study. A stamped addressed envelope is included, as well as a second copy of the form that you may keep for your records. Please note that if you own more than one property within the identified study areas, you will receive a *Right of Entry* form for each property. If you do not sign and return the *Right of Entry* form, field crews will only conduct environmental and engineering examinations, inspections, and/or surveys that do not require any ground disturbance on your property.

Our field crews are currently conducting these activities through October of this year. If you have any questions regarding this project, or would like to give your permission by telephone, please contact Dave Siegel at Parametrix, Inc. at (800) 655-6090. We appreciate your time and consideration in completing the *Right of Entry* form and returning it promptly.

Sincerely,

A handwritten signature in dark ink, appearing to read "Dave Siegel", written in a cursive style.

Dave Siegel



PUBLIC HEARING COMMENT SHEET

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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name Guy HARSHBARGER, Chief Dexter Ranch
Address 82781 BARBEE Rd
Mailing Address P.O. Box 67 Dexter Oregon 97431
Phone (541) 937-3045 (541) ⁷²⁹ ~~937~~ 2103 (cell)

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: The closing of Mill Rd would put more traffic
on N. Rutlesnake and the intersection with Hwy 58
In the Dexter Fire District (herefor known as the District)
this Intersection is one of the highest areas of M.V.'s.
Not only would the traffic from the west
end of Wheeler Rd, Proden Ln, and the Riverside
drive Area increase the traffic load, but the

(continue on back)

emergency responses from 4 fire districts, 3
Medic Unit services, and 2 Law Enforcement
agencies about too.

Mill Rd. is the preferred route of travel
for the Fire District to access the west end
of Wheeler Rd (starting at Trent Church) because of
the large open intersection with Wheeler Rd.

The acute angle where N. Rattlesnake Rd intersects
Wheeler Rd is dangerous. It's a blind intersection
to both the left & right. When traveling north,
Fire apparatus have to use both lanes of
N. Rattlesnake Rd to turn east ~~left~~ (right)
onto Wheeler Rd. This increases the liability
to the District by having to drive on the wrong side
of the road and by entering oncoming traffic blindly.
This would cause us to ~~lose~~ ^{access} the east end of Wheeler
at Hwy 58. And take us through the most densely
populated area of the Trent Community, the Elgin
Brotherly Park entrance, Trent Church, and the Arent
Ele. School. All areas of increased traffic and pedestrian
flow. Neither the District nor I take these
issues or liabilities lightly.

In my 3 years as Chief of the District
there has only been 1 accident contributed
to the Mill Rd intersection. IF there are more
I would like documentation. ~~lets~~

Thank you

Wm. G. Goo

William G. Goo

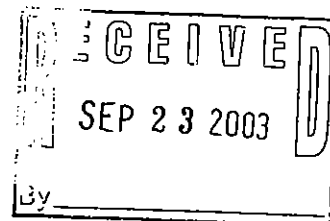


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PROJECT:

Mill Road @ Hwy 58
Improvement Project



Name

Darl M. Hunt

Address

37585 Wheeler Rd Dexter, Oregon 97431

Mailing Address

Phone

(541) 746-1037

Support

Support with
conditions
(please explain in
Comments
section)

Do Not
Support
(please explain
in Comments
section)

Do you support the closing of Mill Road and the resulting safety improvements as proposed?



Comments: I support the closing of Mill Rd. open to limited access.

See attached information.

Objectives and long range plans:

1. Improve safety along Highway #58 between mile posts 8-9.
2. Curtail access along " " "
3. Cater only to general safety features and not individual commercial requests.
4. Match expansion to 3 if not 5 lanes to join the corridor from mp 1-6 on #58.
5. Adequate informational & safety signs like.. "private entrance," "no thru traffic," etc
6. Keep heavy equipment away from local residential areas.
7. Coordinate expansion with ODOT changes on the width of the road bridge at mp. 8 on #58.

(continue on back)

over.

Specific recommendations in detail:

1. Don't completely close Mill Rd keep it open to limited use only. This allows utilities for access on eastside of Mill Rd for telephone switching station now being rebuilt. Keep this road open for emergency vehicles for access to the re-sort yard railroad track, residential areas. It will allow emergency detour access from Wheeler Rd back to Highway 58 for large trucks & trailers. No hammer head turn & round is needed if the re-sort yards trucks can return to 58 from the trailer lift approach back on Mill Rd to 58.
2. Cut off present Mill Rd access on Highway 58. Use the present plans for a new and safer turn off & a wide curve onto the G.R. hayfield and back to the resort yard.
3. Purchase right of way north-south to have used at least 3 lanes if not 5 for present plans including an approach lane eastbound & wide passing lanes east & west.
4. Coordinate any changes to co-exist with ODOT expansion on the railroad bridge over 58 at imp. 8. This will increase the 3rd lane turning lane length for a safe passing area. Using a 4th & 5 lane parking/approach will also make a safer approach for turn off, waiting, etc.
5. Adequate signs should include "congested zone" on Mill Rd - "no thru traffic," "private entrance," "truck turn-a-round," etc.
6. Promote changes as suggested above for safety reasons & smooth access and not from pressure of commercial or private interests.

Sincerely

Darl M. Hunt 9-22-03



PUBLIC HEARING COMMENT SHEET

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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name Azalea Kimball
Address 83849 Mill Rd
Mailing Address Dexter, Or 97431
Phone 746-2900

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: I'm not in favor of Closing Mill Rd.
It was there before any development.
It is essential for the fire & rescue dept's
The school traffic uses it, busses too
Part of the time. I had a bad fire and
if the fire truck would have had to go around
with all the stops I would have lost my house.
If Mill road had have been closed.

(continue on back)



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PROJECT: Mill Road @ Hwy 58
Improvement Project



AZalea
Name Mrs. Kendall Kimball
Address 83849 Mill Rd
Mailing Address Dexter Or 97431
Phone 541 746 2900

Support

Support with
conditions
(please explain in
Comments
section)

Do Not
Support
(please explain
in Comments
section)

Do you support the closing of Mill Road and the resulting safety improvements as proposed?



Comments:

I am very concerned about a private individual wanting to close a public Road. Mill Road is a Public Access Road between 2 highways. It was built when Highway 58 was put in for a season right after World War II. It is a main access Rd for the fire trucks, school buses at times other school traffic and access to Wheeler Rd. Rattle Snake is a very busy road and lots more accidents there than on Mill Rd. The narrow bridge is a big problem. It also ices over in the winter. The bridge is around 60 yrs. old. We need a new bridge instead of what is proposed.

(continue on back)

To put in a new entrance farther east is a big
 detriment to the whole community. The whole area
 around is residential except the log sort.
 Why were they allowed to be put in there with no
 permits for Mill Rd or the Highway 58? Why wasn't the
 neighborhood notified they wanted to put a log sort
 in? To change the entrance to the East of Mill
 road is not an improvement. We do not want
 any business or log trucks in that field.
 They start before daylight. The log sort has already
 contaminated the ditch down Mill Rd and destroyed
 Cliff & Veretta's field until it will not raise anything
 from the drainage from it below Wheeler Rd.
 Its flow is black and has a stench to it. No
 frogs now or salamanders in it. Mill Rd is like a
 hog pen all winter from their Rd to my mail
 box. The fire Dept. has even commented that it is.
 There was a mill there close to 30 yrs. No road problems
 from the trucks in and out of there. Bohemia had the
 mill for several years and no road problems.
 The dust is so bad it is like a fog when the wind
 blows. The wind comes from the west & south.
 I have lived down the lane from Mill Rd for 50 yrs.
 last Aug. I am very opposed to the closure of Mill Rd.
 Why doesn't the log sort have their traffic in
 and out of the sort yard on Wheeler Rd and get the
 log trucks off of Highway 58, or better yet move
 the log sort to another location where they won't
 destroy the rest of the neighborhood's property.
 The ditch along the field in front of my house is
 my ditch so we could have a road. We keep it up
 and I sure don't want trucks and a sort of and
 this field.

2.
onto my place and it goes over the Hill to the East.
It runs all winter. Part of that field is Wet lands.
We also ditched along by my place and Spragues
and that drainage goes to Wheeler Rd.
None of us want our ground and wells damaged and
contaminated from their drain offs.

Mill Rd is all of our property East of the sort yard
protection, from the damage from the Sort yard
That is important

We don't want more businesses, more noise
and more dirt blowing. We just want to keep it
residential.

Since all the property around there has been
residential for so many years we should be
able to keep business out.

There is business property around Coshen,
and would be off of 58 with their traffic.

Azalea Kimball



PUBLIC HEARING COMMENT SHEET

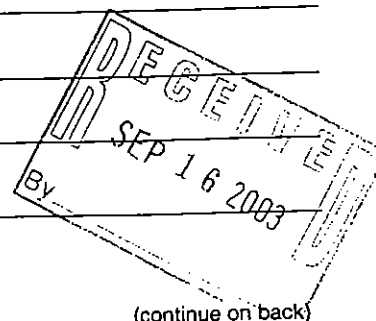
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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name Daniel & Connie Kimball
Address 83881 Mill Rd
Mailing Address Dexter, OR 97431
Phone (541) 741-0023

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> <i>times 2</i>

Comments: ** see attached 2 pages*



(continue on back)

1. The closure of Mill Road should not be considered. It is proven that no site review from the County or safety survey was done by the County or State **before** the sort yard was allowed to inhabit Tax Lot 1800. Therefore Giustina has been **illegally** using both Mill Rd and Hwy 58 **without legal right of way easements**. If all of the above legal step would have been taken they would have not been able to use tax lot 1800 for a sort yard and the closure of Mill Rd. would be not be in question.
2. Mill Rd has been in existence for 55+ years. There has always been trucks and cars of one kind or another using Mill Rd without incident. Just because one political entity that has more political power than the residence of the area that the closure of Mill Rd would affect is **not** a responsible act by the County or State. To reroute all the traffic that uses Mill Rd would put a greater issue of accidents at Rattlesnake than there is already. The ratio of accidents at the Rattlesnake intersection versus Mill Rd is 9 to 1. In a two months period at Rattlesnake there were 6 accidents. During a couple of the worst accidents, traffic was then **rerouted through Mill Rd**. Now, if the traffic is significantly increased, the accidents will significantly increase. This **proves** that this is **not** being done for safety reasons.
3. There are 2 to 3 very good other alternatives to fixing the so-called problem without the closure of Mill Rd. 1.) As discussed there is already a State and County problem with the design of the 3 lanes of highway coming down the hill going from west to east and bottle necking into a very small RR overpass. Then the traffic from east to west coming up a slight hill, sometimes facing into a blinding sun glare, there are 3 lines with everyone trying to pass the slower vehicles and trucks and then squeezing into the same small bottleneck RR overpass. Since the ODOT representative, at the 9-10-03 meeting, has already stated that in the next 3-5 years of rebuilding and widening the RR overpass. It is possible that the time frame could be moved up for that project and that would be the time to correct all the problems and still leave Mill Rd open. 2.) In MLP 00-6063 Giustina stated that they use alternate sources off of Hwy 58, through Tax Lot 400 during peak times. If that is the case, then it is clear that they could easily use that at all times and not cause problems on Mill Rd or Hwy 58, again NO closure is necessary. 3.) It may sound harsh, but because the problem and their underlying motives seem to be all on the part of the sort yard traffic and their illegal use of right away easements, have the County Planning Dept. give Giustina's 4-6 months to find another location for their sort yard and move it, as you **would any other business that is causing these problems**. They have plenty of alternative properties that can be used for such an operation. 4.) There is one resident, the Greer's, that their property be totally impacted if not ruined by the widening of the road... that is just unthinkable when there are other solutions.
4. Do not be fooled by the showing of skid marks on Hwy 58 and Mill Rd. Mainly the trucks themselves going to fast to stop and make the turn into the sort yard make the skid marks. The truckers know for many miles prior where they have to turn and go too fast and bind up the brakes/tires to stop. We have personally witnessed this first hand. At no time in the past 6 years (at least) have we witnessed any close calls or a civilian vehicle being the cause of the skid marks.

Dan & Connie Kimball

5. If the reason is that it is all just for safety then lets talk safety.... Giustina has no regard for the safety on Mill Rd or Hwy 58. First off they are using illegal right of way easements. They leave a lot of rocks, bark, dust, noise, lights, garbage, mud, oil and grease run off contamination in the creeks, etc on Mill Rd all the time and that also carries right out on to State Hwy 58. They filled in a spring fed, 3+ acre pond, designated wet land without state permits, and to this day still have contaminate run off. The residence in the area have heard rumors that Giustina have alternative motives for closing of Mill Rd...that is to make it exclusive for their use so in the near future they can make Tax Lot 2400 also into a sort yard. Giustina has already downed the property value directly located around them and to extend the sort yard would completely destroy the values all together. The fact that should be considered is that the residents were established long before they **illegally** moved in and put in a sort yard.
6. Improvements need to be made for all the traffic on Hwy 58 and to all the access/egress roads connecting to Hwy 58 from mile post 7 to mile post 9 starting with the bottleneck at the RR overpass.... closure of Mill Rd and spending \$400,000+ of the taxpayers money is not the answer and would not fix the problem. By working with ODOT a much better and less costly approach can be accomplished and it would fix not only the Mill Rd dispute but would benefit all the safety issues that are already there with the existing traffic flow.
7. Don Greer is a retired Lane County Public Works engineer...at the meeting he immediately had 2 to 3 other viable solutions, without using the one shown or discussed at the meeting on Sept. 10, 2003, and **none of them** had the closure of Mill Rd.
8. There are plenty of business's along Hwy 58 that also have hazardous entrances and egresses and they are not demanding a personal turning lane at the expense of the taxpayers to the tune of \$400,000+.
9. All the residents know that the Giustina Ltd Partnership and their sort yard at Hwy 58 and Mill Rd instigated the whole idea of the closure of Mill Rd. As citizens of Lane County, we trust that Public Works, ODOT and the other entities involved will not buckle under to one corporation over its residents and tax payers. Keep in mind that Tax Lot 1800 has had 5 different owners in the past 50 years (10 years of that time it sat vacant) and the local lumber industry and economy could be completely diminished. The night of the meeting, Mr. Rick Brewer, the sort yard operator, for Giustina said in his own words "that the way this business is headed, it is possible that in 1 to 2 years the sort yard could be vacant." This is a terrible waste of time and money and it would be expended for no good reason and it is wrong to do so.

Dan + Connie Kimball

Page 2 of 2



PUBLIC HEARING COMMENT SHEET

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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name DARRYL L. KOCH
Address 83880 MILL RD.
Mailing Address DEXTER OR 97431
Phone 747-1164

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: Log Trucks DO NOT SLOW TRAFFIC coming up Hill going WEST THEY CAN TURN ^{RIGHT} ON MILL RD OR TURN INTO DRIVEWAY OF GUSTINA RESOURCES. WHAT IS NEEDED IS A NEW BRIDGE OVER R.R TRACKS on 58 widening WHICH WILL HAVE TO DO SOON ANYWAY BECAUSE OF CARS RUNNING INTO IT AND WRECKING. IF YOU VACATE MILL RD 500 FT I WOULD LIKE YOU TO VACATE ALL OF IT + KIMBALLS + (Koch) would use FOR OUR ACCESS only. YOU ARE VACATING giving THAT PORTION TO GUSTINA OR SOMEBODY

(continue on back)

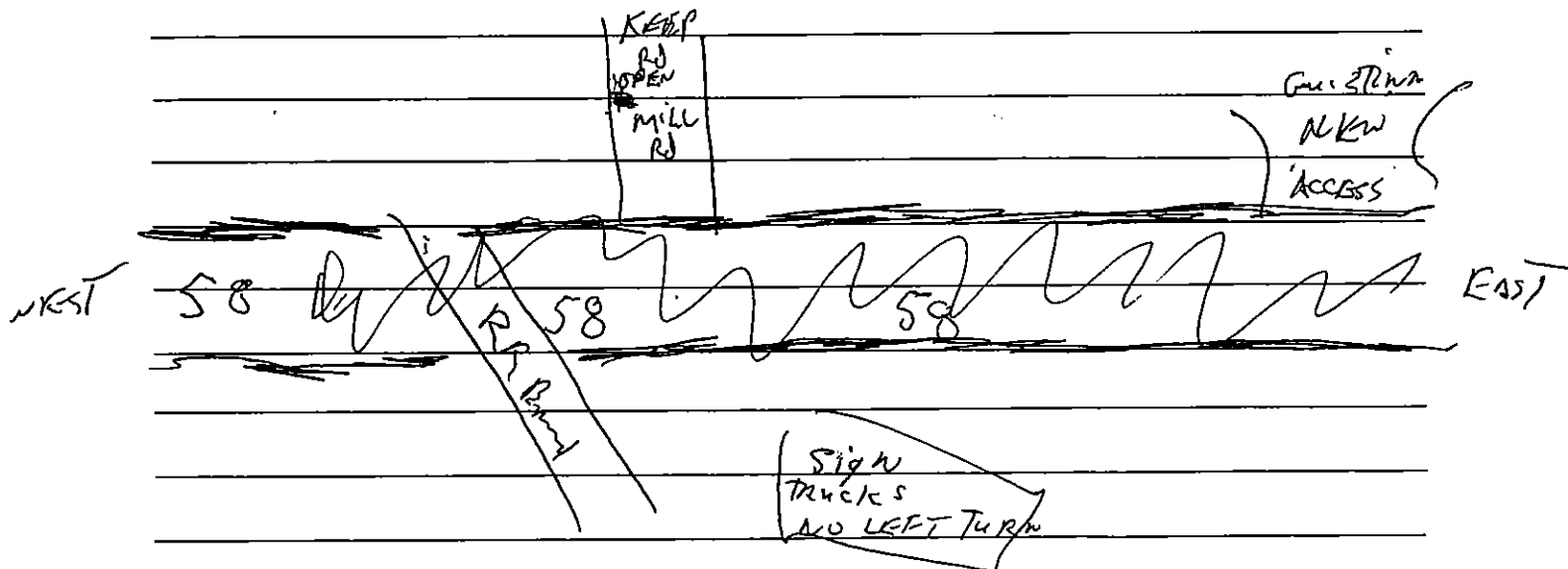
(OVER)

VACATE MILL RD
JUST TO FIT IT TO GUSTIN
DOES'NT HAVE TO STOP BEFORE
CROSSING MILL RD. TO OTHER
PART OF PROPERTY

| R.R. |

JUST CONDEMN GUSTIN PROPERTY
AND MAKE MILL RD AN ACCESS FOR EVERYONE AT
THE PROPOSED NEW MILL ACCESS

A NEW RR BRIDGE WOULD BE STATE EXPENSE
SAVING LAKE COUNTY \$400,000.





PUBLIC HEARING COMMENT SHEET

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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name Luna Koch

Address 83880 Mill RD Dexter OR 97431

Mailing Address Same

Phone _____

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: Why should residents that use mill rd to
reach 58 have to use Rattlesnake or Hill top to reach
58 just to benefit the hog soot yard? As for safety
the proposed access 400 feet EAST of current access will be
much dangerous - at late afternoons traffic west on 58 is
totally blind from the sun coming up the hill. The present
entrance is at the top of the hill. If Mill RD is

(continue on back)

Closed. all Traffic now using Mill RD should be
denied access not just residents. Stop Trucks
turning left onto Mill RD from SR and leave
~~the~~ Mill RD alone!



PUBLIC HEARING COMMENT SHEET

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PROJECT: **Mill Road @ Hwy 58
Improvement Project**

Name Jason J LyDA ; Lt Dexter fire Dept
Address 83760 Rattle Snake RD Dexter OR 97434
Mailing Address Same
Phone 747-5376

	Support	Support with conditions (please explain in Comments section)	Do Not Support (please explain in Comments section)
Do you support the closing of Mill Road and the resulting safety improvements as proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments: I do not agree with the idea that this will
improve safety. Closing mill rd limits access to wheeler
RD for emergency vehicles. Fire trucks meet with great
difficulty turning right onto wheeler from Rattle Snake; often
having to take up both lanes when turning. Furthermore
turning left has poor visibility, and is dangerous. Fire Dept
personell are instructed to use mill road during emergency
runs, due to lower population density and better turning

(continue on back)

Condition's



GIUSTINA RESOURCES

388 Pearl Street
P.O. Box 529
Eugene, Oregon 97440
(541) 485-1500
FAX: (541) 485-2050

September 23, 2003

Mike Russell
CIP Coordinator
Lane County Public Works Dept.
3040 N. Delta Hwy.
Eugene, OR 97408-1696

Re: Mill Road at Highway 58

Dear Mr. Russell:

Giustina Resources owns property that would be impacted by the proposed Mill Road at Highway 58 Improvement Project. As such, we would like to comment on this proposal.

The intersection of Mill Road and Highway 58 presents some significant safety risks. We believe the County has done a good job of identifying and describing the issues involved. Regardless of the type and volume of traffic on Mill Road, the intersection poses increased safety risks to anyone using or passing by it. The following physical features of the intersection create this inherent risk:

- Proximity to the narrow two-lane Highway 58 bridge over the railroad tracks. Traffic becomes congested in this area and additionally the bridge presents a hazard in freezing weather due to moisture condensation and subsequent freezing on the bridge surface.
- Proximity to the west end of a west-bound passing lane and the east end of an east-bound passing lane on Highway 58. The passing lanes are arranged so that vehicles speed up to pass as they approach the intersection rather than in opposite directions as they travel away from the intersection. Vehicles often converge on this intersection at top highway speeds in order to complete passing maneuvers.
- Proximity to the crest of a blind vertical curve in Highway 58. Vehicles traveling on Highway 58 toward the intersection from either direction cannot see far beyond the intersection toward oncoming traffic.


Mike Russell
September 23, 2003
Page 2

The combination of these three physical features creates a safety risk worthy of the effort proposed by the County. The County's proposal will help alleviate some of this risk by moving the intersection 400 feet away from the "pinch point" created by the above physical features. To completely address this issue, however, it is important for the Oregon Department of Transportation to evaluate the possibility of reversing the direction of the passing lanes and of replacing the narrow bridge with a much wider one.

Moving the intersection of Mill Road will require rerouting Mill Road or closing it to through traffic. The proposal to close Mill Road to through traffic is acceptable to Giustina Resources, however, the alternative of rerouting Mill Road in a mutually agreeable way is also acceptable. Closing Mill Road will require Giustina Resources to construct about 400 feet of expensive frontage road whereas rerouting the road could negatively impact future uses of one of the last undeveloped industrially zoned parcels along Highway 58. We would also be interested in any alternative that would leave Mill Road open in its current location as long as the identified safety issues can be addressed. Our primary concern is in improving the safety of the intersection.

We commend Lane County for taking the leadership role in dealing with this important safety issue. We welcome the opportunity to work with the County, our neighbors, and the Oregon Department of Transportation to develop a solution that will result in the fewest negative impacts to the neighborhood while still effectively addressing the problem. Thank you for the opportunity to comment.

Sincerely,



Peter C. Sikora
Lands Manager
Giustina Resources

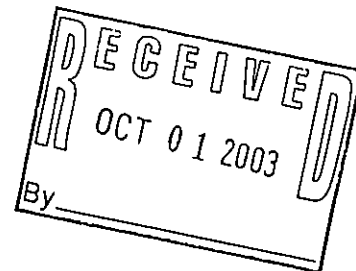
db



GIUSTINA RESOURCES

388 Pearl Street
P.O. Box 529
Eugene, Oregon 97440
(541) 485-1500
FAX: (541) 485-2050

September 26, 2003



Mike Russell
CIP Coordinator
Lane County Public Works Dept.
3040 N. Delta Hwy.
Eugene, OR 97408-1696

Re: Mill Road at Highway 58

Dear Mr. Russell:

Thank you once again for the opportunity to comment on the above referenced project. I found the testimony and discussions at the recent hearing quite interesting and would like to take this opportunity to comment on several issues and ideas that were raised.

The concern about the safety at the Rattlesnake Road intersection with Highway 58 is certainly valid. I am not as familiar with this intersection, but I am aware that many people use it to access the Trent school (Trent is Pleasant Hill School District's grades 1-3) as well as residences. Several people at the hearing suggested that it may be better to route log trucks over Rattlesnake Road, although I don't think they live along or regularly use Rattlesnake Road. I think you will find substantial opposition from the neighborhood to this idea. It is important to note that increased log truck traffic on Rattlesnake may result from the closure of Mill Road. Mr. Brewer's written testimony pointed out that the access to his property (office, log yard, and equipment maintenance facilities – TL 4000) from Highway 58 will be redirected over Rattlesnake Road if Mill Road is closed.

The newest alternative for rerouting Mill Road ("jug handle") that you presented at the hearing is an acceptable alternative from our perspective if closing Mill Road is not possible. We would like to have some input on the actual location and design if this alternative is selected. For example, we would need a driveway access to tax lot 2400 at the intersection with Highway 58.

Mike Russell
September 26, 2003
Page 2

If Option #1 (proposed) or Option #2 (reroute Mill Road) are selected, important additional safety improvement opportunities appear to be available, including the following:

1. Reversing the direction of the passing lanes on Highway 58. It is true that this will not change the fact that eastbound vehicles turning onto Mill Road may block traffic. The key is that traffic will be blocked before entering a passing section, not immediately afterward where two lanes of traffic converge at top speed.
2. Installing a center turn lane to service Mill Road/Giustina Drive and Rattlesnake Road. This would greatly improve the safety of both intersections and still provide for a 3000'+ passing lane on Highway 58 east of Rattlesnake Road.

One additional consideration that has come to my attention is Qwest's extensive communications facility alongside Mill Road that is currently being installed. Closing Mill Road will require us to construct a 400' frontage road at our expense. We expect this cost to be somewhat offset by the ability to utilize the portion of Mill Road to be abandoned by Lane County. If Mill Road is closed, Qwest may be required to move this facility to the end of the County road.

Sincerely,



Peter C. Sikora
Lands Manager
Giustina Resources

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ROADS ADVISORY COMMITTEE

September 24, 2003
6:00 p.m.

MEMBERS PRESENT: Al King, Pete Maury, Jody Ogle, Jack Radabaugh, Leo Stapleton

MEMBERS ABSENT: Tom Poage, Rex Redmon

COUNTY STAFF: Sonny Chickering, Mike Russell, Frank Simas, Brad Lemhouse, Vonnie Rainwater

Stapleton called the meeting to order at 6:00 p.m.

I. PUBLIC HEARING – MILL ROAD @ HIGHWAY 58

Committee introduced themselves.

Chickering explained the role of the Roads Advisory Committee and the process involving improvement projects. He asked anyone wanting to testify to fill out a pink card.

Russell gave an overview of the proposed project and indicated that the record will remain open until October 3. He gave the same presentation as at the Open House and addressed some of the comments heard then and what staff has come up with since the Open House. He asked anyone wanting to submit written comments to be sure and fill out the blue sheet. He discussed 1) how the project is funded, 2) process, and 3) proposals for the project. He referred to the salmon colored information sheet for the project.

Russell indicated that the project is scheduled for the summer of 2004. Project is estimated to cost \$400,000 with \$350,000 from the County and \$50,000 matching funds from ODOT. He explained the funding sources comprising the County Road Fund. No property taxes fund the Road Fund. The Open House was held September 10 and attended by about 40 residents. The Committee will meet in October to make a recommendation on the design concept for the project. After the Committee makes their recommendation, there will be a 30-day comment period ending about November 30, 2003 depending when the proposed design concept is mailed to property owners. Then the Board of Commissioners will make the final decision either in December or January. If more than 50% of the property owners object, then the Board will hold a public hearing. After the Board adopts a design concept, staff will begin final design of the project and right-of-way acquisition.

Russell stated that ODOT requested funds to address safety issues at this intersection of Mill Road and Hwy. 58 under the CaPP program. In 2001, the Board granted money for this project. The County agreed to take the project on since the majority of the funding was from the County and Mill Road is a County road. The original concept was to realign Mill Road intersection moving the access about 400 feet to allow enough room to add a center turn lane to serve that entrance.

Russell indicated that another proposal was to close Mill Road and add a driveway access off Hwy. 58 to the log yard along with a center turn lane into the log yard. He explained the reasons for closing Mill Road – 1) concerned with impacts of noise, headlights of adjacent residents, 2) separate truck traffic from through traffic on Mill Road, 3) impacts to wetlands, and 4) impacts to Giustina. Project being proposed is four 12 foot travel lanes, one 14 foot center turn lane, two 10 foot paved shoulders and roadside ditches. He stated that right-of-way acquisition is not needed the full length of Hwy. 58 or Mill Road. When right-of-way is needed, the County bases its offers on fair market value.

Russell referred to comments received at the Open House. 1) Do not close Mill Road. 2) Will the bridge over SPRR be replaced? It is scheduled on the OTIA III Phase 2 list in 2004-2006; however, Don Ehrich stated he didn't know whether the bridge would be repaired or replaced. 3) Support

center turn lane on Hwy. 58. 4) Mill Road is easier to use than Rattlesnake intersection. 5) Closure of Mill Road would negatively impact emergency vehicles and increase response time. It would be very difficult for fire trucks to make the turn from Rattlesnake onto Wheeler Road. Russell stated that the Sheriff's office didn't have an issue if Mill Road was closed.

Russell reviewed some of the options for consideration. 1) Close Mill Road and provide a driveway to the log sort yard. 2) Realign Mill Road, which requires more right-of-way and keeps it open as a public road and allows for a center turn lane on Hwy. 58. 3) Leave Mill Road intersection as is and add a right turn deceleration lane into Mill Road. 4) Wait for ODOT to replace the railroad bridge crossing and partner with ODOT to replace the bridge, widen to 5 lanes, and add center turn lane.

Stapleton opened the Public Hearing.

1. Darrel Koch, 83880 Mill Road. He's the only house on the left going down Mill Road. Many of his questions were answered in the presentation. He commented that planning for the project started in 2001 but he never saw any public meetings back then until he got this far. He felt the project was planned behind their back. He would like to leave Mill Road as it is and suggested not allowing any trucks to turn left on Mill Road and make them access through their property. He commented on lights impacting residences and asked if the trucks are going to turn off their lights when they enter. He commented on the proposal to build a driveway into the log yard. He stated that if he has to come up Mill Road, he has a 'V' driveway and won't be able to turn into his driveway with a trailer. He asked if he will have to pay to relocate his driveway or who will pay him to do that. He supports relocating Mill Road. He expressed concern if Mill Road is closed and residents will have to use Rattlesnake. He asked for accident information at the Rattlesnake intersection, as he's never seen an accident at Mill Road. He stated that going west on Hwy. 58 in the evening motorists are blinded by the sun. He stated he's opposed to closing Mill Road. He suggested figuring out another option so that they don't have to use Rattlesnake. He asked how long Giustina would be there. He wondered if the County couldn't build a maintenance yard there, and questioned why we're proposing building a realigned road.
2. Connie Kimball, 83881 Mill Road. She concurred with nearly everything Mr. Koch said. She said she's never known of any entity taking away from taxpayers or residents for private industry; taking away our residential road that's been there for 50-60 years and giving someone a private driveway. She feels the cost will be more. This project would inconvenience the residents to provide access for private industry. She feels there are other options more acceptable and less costly. There have been no accidents @ Mill Road due to those log trucks. With regards to safety, they need to look at Rattlesnake. She doesn't feel public funds should be used for private industry. She asked if she didn't like her road and came to the County requesting it be realigned, she feels they would laugh at her. She expressed dissatisfaction in proposing to spend this amount of money for private industry and not knowing how long this company may stay in business. At the last meeting Mr. Brewer said the way it's going we may not be in business in a year. She feels these factors should be considered before spending this amount of money.
3. Dan Kimball, 83881 Mill Road. He commented on the process for minor land partitions and stated he had recently applied for a minor land partition, which required him to put in his own approaches and driveway at his own expense. He didn't expect to ask the taxpayers to put in his approaches and driveways. He feels these things should have been addressed in Planning before it came to a Public Works issue. He stated that a log pond was filled in that was a designated wetland. He feels when the permits were issued, these other issues should have been addressed. Regarding the proposal to close Mill Road, he thought the property belonged to the Army Corps of Engineers and the County has an easement over it. He asked if the Corps of Engineers has approved this proposal to close the road. He referred to a memo dated 2001 from Lane County addressing good neighbor policies to the community and discussed safety of trucks, and rerouting trucks around to Parkway during heavy periods. He felt if these are great concerns, there is one tax lot 4000 not included on the map that connects with tax lot 1800. He felt it would be more beneficial to purchase that tax lot and run all the traffic out through Wheeler Road to Parkway to Hilltop. He feels this route would disburse the traffic. He prefers this option.

His second option would be a combination between Option 3 and Option 4 and wait for ODOT to improve the bridge. Safety as far as automotive is one thing, but is opposed to building someone a private driveway for trucks.

4. Azalea Kimball, 83849 Mill Road. It's her driveway that will be affected if the road is closed and realigned. She feels the trucks will be traveling by her house. She expressed concern about the dust the trucks will stir up. Her house is covered with dust now and can't keep it clean even if she were to wash it down every day. She feels if a new driveway is added, the road (Hwy. 58) will be a mess and very slick when it rains from the truck traffic. She indicated that she had ditched along her property next to the other property and her property drains into that ditch. She expressed concern about the ditch along Mill Road and the water running off from the log yard into the ditch is black and stinks. She doesn't see any animals or frogs anymore. She is afraid that this water might contaminate her ditch as well as the other neighbors as they all have wells. She commented that the bridge is about 60 years old and feels it has never been repaired. Mill Road was put in as a connecting road from Hwy. 58 to Wheeler Road and the school buses use it.
5. Peter Sikora, Giustina Resources, PO Box 529, Eugene. He submitted and read a letter dated September 23 to Mike Russell, which is attached.
6. Jason Lyda, 83760 Rattlesnake Rd. He stated that he was also representing the Dexter Rural Fire Department. He indicated that Mill Road is used to train fire department personnel to access Wheeler Road, which is more conducive to turn right or left. He expressed concern for fire trucks turning from Rattlesnake onto Wheeler Road which is very dangerous due to the angle of the intersection. The fire department prefers using Mill Road. There is poor visibility at Rattlesnake and Wheeler Road. Of the four years he's been on the fire department, he said he's been to one accident at Mill Road and Hwy. 58. He has been to numerous accidents at Rattlesnake and Hwy 58. He liked Mr. Sikora's idea of reversing the passing lane on Hwy. 58 and would help alleviate part of the problem and improve safety. He feels Rattlesnake intersection is more dangerous. He commented on the dirty water in the ditch coming from the log yard and also has environmental concerns.
7. Don Greer, 83746 Rattlesnake Rd. He stated that many of his concerns have been addressed by Connie and Dan Kimball. He concurs with Jason Lyda's comments regarding the safety of the road. He doesn't feel there is a safety issue on Mill Road but does have the potential of being a very dangerous intersection, but hasn't proven to be that way so far. He feels the site distance using Mill Road is adequate. He liked the idea of reversing the passing lane. He commented that the traffic going to the log sort yard has to stop to make the turn to access the yard and feels it's a problem with the entrance into the sort yard and suggested moving the entrance down about 150 feet. He lives below the hill and feels he will be impacted with any option on Hwy. 58, but the impact will be less if a short deceleration lane is put in. Safety is a big issue especially with the additional traffic using Rattlesnake Road. He added that he worked for Lane County for over 35 years and worked closely with the CIP and doesn't remember having the Roads Advisory Committee take off a project from the CIP and asked the Committee to exercise that option by taking this project off the CIP and let the State deal with it when they improve the bridge.
8. Don Ehrich, ODOT. He stated that ODOT initiated the project proposal and approached the County in December 2000 and the County agreed to take on the project since it is a County facility impacting a State facility. He recapped the facts and reasons ODOT is advocating for the project and commented on each option. 2 ½ million people per year travel this section. The bridge impacts site distance. He commented on the speed of motorists approaching the end of a passing lane. He reported that Mill Road has had 40% more reported accidents than at Rattlesnake. There have been 7 reported accidents at Mill Road in the last 5 years; there may be 30-40% unreported incidents. He feels that statistically Mill Road is more dangerous. There are significant concerns with closing Mill Road and feels there would be significant savings to the taxpayers as there would be less right-of-way to acquire and would not have to build a new road. He feels it is still prudent to realign Mill Road and add a center turn lane and wouldn't be

impacted by bridge improvements. He doesn't know when the bridge improvements will be scheduled. He doesn't advocate for the option to leave the intersection as is and add a right turn lane. The option to wait for ODOT to replace the bridge doesn't address the issue and when the bridge will be replaced is unknown at this time. Regarding the suggestion to reverse the passing lane, you would still have people stopping potentially in the fast lane to turn left, and doesn't feel it would be a significant safety benefit.

9. Glen Chamberlain, 37914 Wheeler Rd. He lives at the corner of Wheeler and Rattlesnake. He has heard two opposing opinions on the accidents and he has never seen an accident at Mill Road. He asked where ODOT got the accident data and requested a copy. He feels no one is in favor of closing Mill Road. The option to realign Mill Road would be in a bad location just below the crest of the hill, and is very close to Rattlesnake. If Mill Road were closed, it would be 2½ miles between Wheeler and Hwy. 58. He prefers Options 3 or 4.
10. Arlene Snyder, 37810 Hwy. 58. She lives across from the mill on the east side of the railroad bridge. She has lived there nearly 10 years and seen only 2 minor accidents on Mill Road and knows personally of five accidents at Rattlesnake. She would like to be able to see the log truck turning and be able to slow down.
11. Rick Brewer, 38596 Hwy. 58. He operates the log yard and has seen several small accidents and seen several people swerve to avoid vehicles that are stopped. He expressed concern with the thick fog and feels a turn lane would help. He would like everyone to come to a consensus that would work everyone so no one is inconvenienced. He doesn't like having to wait for ODOT to improve the bridge because we don't know when that will be. He felt a deceleration lane from the east doesn't seem to be a problem. There is a problem accessing entrance to the yard.

Stapleton closed the public hearing.

Chickering commented on some of the questions raised tonight.

1. Funding for project and why no public input before money was allocated. Chickering explained how the County defines its projects and allocates funds. The CIP is reviewed and updated once a year and the public can provide input them.
2. Lights into houses from log trucks. Chickering explained realignment design in dealing with this concern.
3. Reconstruction of driveway from Mill Road. Chickering indicated that if there were a problem the County would reconstruct the approach if there were a problem and will be discussing the situation with the property owner.
4. Corps of Engineers' opinion on closure of Mill Road. Chickering stated that staff would take care of contacting the Corps. Simas indicated that the Corps has been contacted about vacating the road and the Corps will look at granting a lease but the County hasn't received a formal response.
5. This project is new in the CIP. When development began, replacement of the bridge was not an option at that time because ODOT didn't have the money for the bridge. Bridge repair funds were just allocated this year by the Legislature.

Mr. Sikora asked Mr. Ehrich about the I-5 to Pheasant project included five lanes. Anticipating the traffic will increase, is there any plan to make Hwy. 58 into a 4-lane highway with frontage roads that would impact this project. Ehrich stated that the project was scaled back from four lanes to 3 lanes and doesn't expect additional money to widen Hwy. 58 due to higher priorities elsewhere in the state although Hwy. 58 is a vital link in transporting goods and freight. You may see minor improvements from time to time.

Connie Kimball asked if we would even be here if there weren't 300 log trucks turning here. Ehrich stated that the project has been on ODOT's list for 7 years. The project probably would change significantly if it was just cars turning at this intersection. Mrs. Kimball expressed concern for doing this for private industry and inconveniencing taxpayers. She feels there are other alternatives and options to get the log trucks in and out of their property. She also expressed concern with noise and fumes at Rattlesnake. She suggested that log trucks use their other access point and nothing would need to be done and it would save the taxpayers money.

[King excused.]

Darrel Koch – Regarding the amount of money appropriated on bridges. He asked if the money hadn't come up, would ODOT spend their time now on this project rather than going somewhere else. Ehrich stated that he felt it would still be on the list of things to do, but may not pursue until the design was more developed.

Dan Kimball – commented on extra access from Giustina Resources. Ehrich indicated that the extra access probably won't continue as there is no permit for that extra access and Mill Road is the legally established access.

Mr. Koch – He asked the fire department representative if they were responding to accident going up Hwy. 58, he asked if they would use Mill Road or Rattlesnake.

Mr. Lyda – stated he doesn't understand the accident data provided by ODOT. Mr. Ehrich stated that the accident data is derived from DMV's reported records.


Citizen – Asked if a no left turn sign could be installed. He suggested changing the speed limit from the bridge to Dexter Road and feels it would reduce accidents at Mill Road and Rattlesnake and would cure a big problem. Ehrich stated that if the speed limit was changed it doesn't mean that it will change the speed motorists drive.

Stapleton replied to the comment that the Committee never takes any projects off the CIP, and stated that the Committee has removed projects in the past.

2. OCTOBER MEETING SCHEDULE

Chickering asked the Committee to decide whether they would like to meet October 22 or October 29. The Committee will be looking to combine their November and December meetings on their October agenda. Committee decided to meet October 29.

Meeting adjourned at 7:40 p.m.


Vonnice Rainwater
Recording Secretary

ROADS ADVISORY COMMITTEE

October 29, 2003
5:45 p.m.

MEMBERS PRESENT: Pete Maury, Jody Ogle, Tom Poage, Jack Radabaugh, Rex Redmon, Leo Stapleton, (1 vacancy)

B/CC PRESENT: Anna Morrison

COUNTY STAFF: Ollie Snowden, Sonny Chickering, Tom Stinchfield, Mike Russell, Celia Barry, Jason Lien, Doug Putschler, Arno Nelson, Vonnie Rainwater

GUESTS: Eric Jones

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

I. PUBLIC COMMENT - None

II. APPROVAL OF MINUTES

Motion: Radabaugh moved to approve the Minutes of August 27, September 9 and September 24, 2003, as written. Maury seconded. All present voted in favor and motion carried.

III. MILL ROAD @ HWY. 58 PROJECT OPTIONS

Russell indicated that the project was submitted by ODOT under the CaPP program and was approved for funding. Since the majority of the funding was from the County, the County decided to take the project on as a County project since Mill Road is a County road. The project was estimated at \$400,000 with ODOT contributing \$50,000. The scope of the project involved establishing a center turn lane, but is constrained by the close proximity of the railroad over crossing bridge. The Mill Road intersection is too close to the bridge structure to develop a center turn lane without having to either realign Mill Road or modify the bridge. The 2003 Oregon Legislature has authorized the sale of bonds to help fund structural deficiencies of Oregon bridges. The railroad over crossing bridge has been identified for improvement within the next 5 years and could be widened at the same time as the widening of Highway 58.

Russell summarized the comments received on the four options at the public hearing held September 24 in Pleasant Hill. Thirteen did not support closing Mill Road. The closure would force residents to use Rattlesnake intersection, which they feel is more dangerous. There was a perception that the project was to help Giustina and the residents didn't feel the County should be helping private enterprise. The majority were opposed to the closure but sort of liked the realignment option.

Russell reviewed the latest options: 1) Close Mill Road, 2) Realign Mill Road as recommended by ODOT, 3) Don't recommend a design concept at this time but wait and coordinate improvements when the railroad over crossing bridge is improved, 4) Prepare typical design concept that describes Option 1 or 2. Staff recommends Option 3. Russell added that ODOT doesn't know at this time if the over crossing bridge will be replaced or

repaired. Staff feels if Option 3 is chosen, then the project should go back and be an ODOT project.

Redmon commented that he feels improvement to the over crossing bridge is needed.

Motion: Redmon moved to recommend Option 3 for the Mill Road project, and wait and coordinate with ODOT regarding improvements to the Pleasant Hill over crossing railroad bridge. Radabaugh seconded.

Morrison commented about the previous money awarded for the CaPP project and if Option 3 is chosen and it becomes an ODOT project, then that money should come back to the County.

Poage feels we should lobby ODOT to improve the entire section of Highway 58.

Chickering stated that if we go with Option 3, the project should be moved to a later year in the CIP and the money should be put back in unencumbered, i.e. Lingo Lane, and suggested leaving project in the regular CIP for future Road Funds.

Snowden commented on the cities desire to create a maintenance program.

Amended Motion: Redmon amended previous motion to add that the money awarded for the project be released from the CaPP and the project be put in the 4th or 5th year of the CIP. Radabaugh seconded. All present voted in favor and motion carried.

IV. DRAFT TRANSPORTATION SYSTEM PLAN UPDATE AND ASSOCIATED LANE CODE AND LANE MANUAL CHANGES

Barry reviewed the draft TSP packet and pointed out some minor corrections to Attachment 1 of the packet. Attachment 7b was missing a page and the complete copy was distributed. She reported on what has taken place since the public hearing and additional changes that are being recommended. The Planning Commission met twice and made a recommendation to approve the TSP, Lane Code, and Lane Manual update materials, with changes recommended by staff, contingent upon approval by the RAC without additional substantive changes to the materials. No public comments have been received since the public hearing. The comment period closed September 23. She highlighted some of the changes made based upon RAC, LCPC, and public comments.

Lien reported that the Planning Commission recommended changes to the traffic impact analysis concerning peak hour trips. They recommended using 50 peak hours for outside the UGB and 100 peak hours within the UGB, as the threshold for the traffic impact analysis requirements. He reviewed comments received from DLCD and changes made in response to these comments.

Barry indicated that staff would be meeting with Legal Counsel to determine the schedule to present the TSP, Lane Code and Lane Manual changes to the Board.

Poage questioned the traffic impact study change for rural peak to 50 and asked why the difference for rural and urban. Barry stated that the Planning Commission may have felt there was a greater impact of traffic where the existing traffic level is usually lower, in rural areas. Stinchfield added that he thought it was a reasonable standard for rural.

Morrison questioned the 50 trips criteria and expressed concern that the criteria will impact economic development in rural areas.

Motion: Radabaugh moved to recommend adoption of the Lane County Transportation System Plan and related Lane Code and Manual draft materials, with changes recommended by staff and supported by the Lane County Planning Commission. Poage seconded. All present voted in favor and motion carried.

V. NOVEMBER/DECEMBER MEETING SCHEDULE

Snowden reported the November meeting date would be the night before Thanksgiving and December would be Christmas Eve and asked if the Committee would like to meet earlier in December. Committee decided to meet December 17.

[Poage excused.]

VI. LINGO LANE UPDATE

Chickering reported on the public hearing held by the Board of Commissioners. The Board did not approve the project. The Board felt that recent improvements by ODOT has improved the road. The amount of \$360,000 allocated from the CaPP program will go back into the CIP. He added that Commissioner Sorenson wanted to study 2002 accident records to see if ODOT improvements have made a difference. The public felt that the project would be an intrusion in the community.

VII. MPC PUBLIC INVOLVEMENT

Stinchfield indicated that Poage served on a subcommittee of MPC to discuss public involvement. He reviewed 3 options for adding citizen involvement – 1) add to MPC, 2) add to TPC, 3) form separate citizen advisory committee. The subcommittee chose Option 2. Stinchfield asked the Committee if they would like to have a RAC member represented on the TPC group. He stated that they haven't decided how many citizens should be on the TPC group but it may be 3 to 5. It was suggested that a RAC member be on the group who can report on metro transportation issues. The group may hold 1 or 2 meetings per month in the afternoon. They still need to decide how to distribute citizen representatives.

Radabaugh asked if everyone would be represented particularly with concern expressed by the OTC who heard complaints from some groups that they weren't being heard. He suggested groups such as builders, Chamber of Commerce. Ogle stated that the TAC hasn't heard a lot of public comment. Redmon stated he feels the earlier in the process citizen involvement occurs, the better it will be. He feels it makes sense to have representatives on MPC and should be specific interests. Radabaugh feels the makeup of TPC is more technical individuals and should have people outside that group. He feels stakeholders for specific areas works well on committees. He feels public hearings need to be publicized adequately.

Stinchfield stated that adding a representative to TPC is only one of a range of things. It was suggested having more workshops.

Morrison commented on how much public involvement do you do than what is already being done.

Redmon feels having a RAC member on TPC is a good idea. He feels having stakeholders on an ad hoc basis is a good idea on specific projects.

Stinchfield stated he would report that there is interest to have a RAC member on TPC.

VIII. ROADS FINANCE MEETING WITH CITIES

Snowden reported that the Board has invited the cities in Lane County to a meeting on November 25 at 6 pm to discuss regional road financing and the County's General Fund. Location of the meeting still needs to be determined. There are 3 issues to be discussed – 1) County payments – about \$700,000 from OTIA III to be distributed to the cities; 2) Efficiencies – doesn't feel there would be enough savings if consolidation occurred; 3) County-wide gas tax

IX. PUBLIC SAFETY COMMUNITY NEWSLETTER

Snowden reported that the Sheriff's office will be publishing a monthly community newsletter and they would like to distribute it to advisory committee members via e-mail. He asked if anyone objected to receiving it via e-mail. Radabaugh stated he did not want to receive it.

X. MEMBER RESIGNATION

Snowden reported that Al King resigned to allow Commissioner Hampton to appoint someone of his choice from his district.

Meeting adjourned at 7:20 p.m.

Vonnie Rainwater
Recording Secretary