

M. 7.a.
05-1-3-2

AGENDA COVER MEMO

DATE: January 3, 2005
TO: Lane County Board of Commissioners
DEPT.: Public Works
PRESENTED BY: Sonny Chickering, County Engineer

AGENDA ITEM TITLE: IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR SHOESTRING ROAD AT MP 2.95 BASED ON THE DESIGN CONCEPT IN EXHIBIT B AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

I. MOTION

THAT THE RESOLUTION AND ORDER BE ADOPTED IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR SHOESTRING ROAD AT MP 2.95 BASED ON THE DESIGN CONCEPT IN EXHIBIT B AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

II. ISSUE OR PROBLEM

Shoestring Road has experienced slide problems at mile point 2.95, and the road is down to one passable gravel surface travel lane at this location. To adequately improve the safety and stability of the road, it was included under Safety Improvements in this year's adoption of the 05-09 Lane County Capital Improvement Program. To fix the slide area, the project proposes to realign a 0.17-mile section of the roadway. Board adoption of the design concept is sought, authorizing staff to proceed.

III. DISCUSSION

A. Background

Shoestring Road stems west from London Road in southern Lane County. It is classified as a Rural Minor Collector, providing access to public and private forest lands and a connection to Douglas County.

The project is budgeted in the County's Capital Improvement Program (CIP) for the 04/05 fiscal year. The current estimated costs are \$400,000 for construction and \$40,000 for right-of-way acquisition. Construction is planned for the summer of 2005.

The Roads Advisory Committee unanimously recommended the attached Exhibit B Design Concept and Findings on October 27, 2004.

B. Analysis

The Shoestring Road slide has been a point of concern for County maintenance over the past several years. The most recent slide activity, reducing the road to a single travel lane, moved beyond the scope of routine maintenance and compelled staff to recommend it to the Capital Improvement Program.

Lane County Public Works staff gained right-of-entry to the affected property to conduct geotechnical analysis and determine the appropriate slide repair action. Considerable evaluation has taken place through visual surveys, hand probes, geotechnical borings, and test pits. Staff concluded that repairing the road on the existing alignment would only lead to future slide problems with the underlying ground still unstable and mobile. In light of this, moving the alignment away from the slide area was identified as the appropriate solution.

The project involves moving the alignment up the hill to more stable ground east of the existing alignment for a 0.17-mile section of Shoestring Road. Matching the existing alignment on either end of this section, the total project length is about 0.2 miles. The completed improvements will provide a 2-lane roadway as described in the design concept.

The project is contained within one tax lot that is owned by Rosboro Lumber Company. Overall traffic volumes are low--in the 150-300 ADT range--likely dependent upon timber truck activity in a given year. Construction of the project would not require road closure, as the existing alignment can remain open for through traffic as the new alignment is constructed.

A public hearing was held on October 27, 2004 before the Roads Advisory Committee. No one testified at the hearing. However, there were three written comments as shown in Attachment 1 to the Exhibit B Design Concept. As requested in their written comments, staff met with representatives of Rosboro Lumber Company to show them the preliminary design drawings. Currently, Rosboro does not object to the realignment plan and is aware that the project is proceeding to possible approval on January 3rd.

After the public hearing and during the 30-day review period of the RAC Recommended Design Concept and Findings, no new comments were received. The 30-day review ended on November 29th. In accordance with Lane County policy, a public hearing before the Board is not required.

The design concept, as recommended by the RAC, contained language specifying that the road project was a special use in the F-1 Forest Zone subject to Director approval through submittal of a land use application. Upon further analysis, it was determined that the project is actually a permitted use in the F-1 zone and does not require a land use application. The text has been modified in the Design Concept's Land Use and Policy section to show this clarification.

C. Alternatives/Options

1. Approve the Resolution and Order authorizing the Shoestring Road improvement project based on the Design Concept and Findings in Exhibit B.
2. Modify the design concept.
3. Postpone or terminate the project.

D. Recommendations

Alternative 1 is recommended--approve this Resolution and Order.

IV. IMPLEMENTATION/FOLLOW-UP

Staff will inform property owners and interested parties of the decision and keep the Board informed of proceedings in this matter.

V. ATTACHMENTS

Order with attached Exhibits:

A – Real properties from which portions may be acquired for the Shoestring Road project.

B – Design Concept and Findings.

Attachment 1 to Exhibit B – Public Record for Shoestring Road project.

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) IN THE MATTER OF APPROVING A PROJECT DESIGN
) CONCEPT FOR SHOESTRING ROAD AT MP 2.95 BASED
) ON THE DESIGN CONCEPT IN EXHIBIT B AND
) AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY
) PLAN NECESSARY TO CONSTRUCT THE ROAD,
) PURSUE ALL NECESSARY PLANNING ACTIONS AND
) PREPARE PLANS AND SPECIFICATIONS FOR
) IMPROVEMENT OF SAID ROAD.

WHEREAS, improvement of Shoestring Road at MP 2.95 has been approved for funding through adoption of the FY 2004-05 through FY 2008-09 Capital Improvement Program; and

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

WHEREAS, a public hearing was held by the Roads Advisory Committee on October 27, 2004 to consider improvement of this portion of Shoestring Road; and

WHEREAS, on October 27, 2004 the Roads Advisory Committee reviewed the public record and the report prepared by County staff, and adopted recommendations and findings specifying a design concept for Shoestring Road at MP 2.95; and

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

WHEREAS, the Board considered the Roads Advisory Committee's recommendation on January 3, 2005; and

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

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

ORDERED, that the Board approve the project design concept and findings identified in EXHIBIT B for the improvement of Shoestring Road at MP 2.95; **AND, BE IT**

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

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

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

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


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

DATED this _____ day of _____ 2005.

Chair, Lane County Board of Commissioners

APPROVED AS TO FORM

Dec 12-16-04 This County


COUNTY CLERK

IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR SHOESTRING ROAD AT MP 2.95 BASED ON THE DESIGN CONCEPT IN EXHIBIT B AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD.

EXHIBIT A

**REAL PROPERTIES ALONG PROJECT LIMITS OF WHICH PORTIONS MAY BE
ACQUIRED FOR PROJECT RIGHT-OF-WAY.
SHOESTRING ROAD IMPROVEMENT PROJECT – MP 2.95**

Tax Map/Lot information based on Assessor's records.

T22 R04 S35 Tax Lot 200 – Rosboro Lumber Co.

LANE COUNTY BOARD OF COMMISSIONERS
ADOPTED DESIGN CONCEPT AND FINDINGS

Shoestring Road Improvement Project

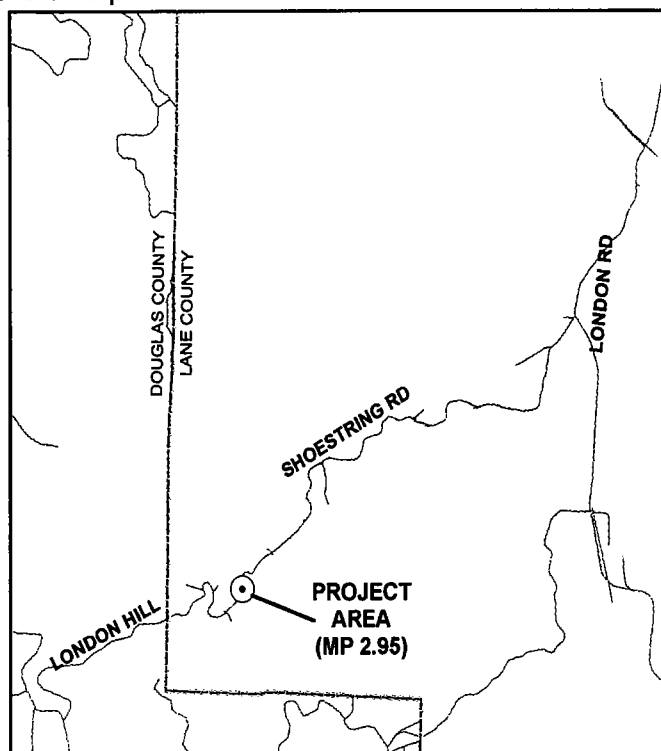
January 3, 2005

BACKGROUND

Shoestring Road stems west from London Road in southern Lane County. It is classified as a Rural Minor Collector, providing access to public and private forest lands and a connection to Douglas County. Shoestring Road has experienced slide problems at mile point 2.95, and the road is down to one passable gravel surface travel lane at this location. To adequately improve the safety and stability of the road, it was included under Safety Improvements in this year's adoption of the 05-09 Lane County Capital Improvement Program.

The project involves moving the alignment up the hill to the east of the existing alignment for a 0.17-mile section of Shoestring Road. The reconstruction project will cover about 0.2 miles in total. The completed improvements will provide a 2-lane roadway as described in this design concept.

The project is budgeted in the County's Capital Improvement Program (CIP) for the 04/05 fiscal year. The current estimated costs are \$400,000 for construction and \$40,000 for right-of-way acquisition. Construction is planned for the Summer of 2005.



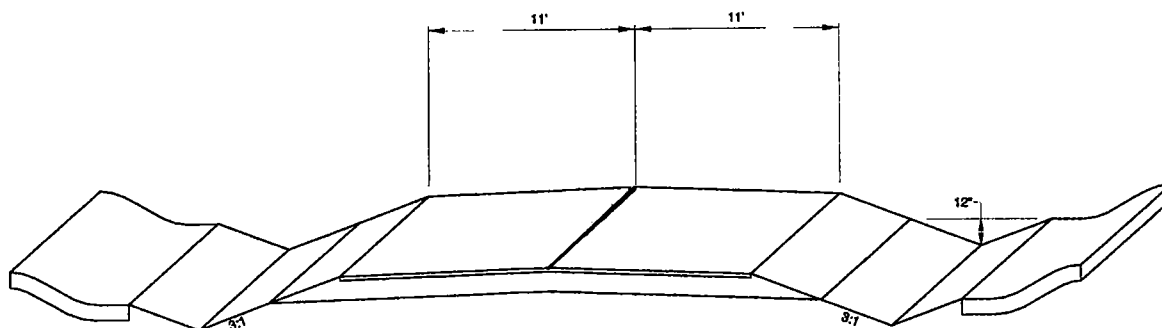
DESIGN CONCEPT & FINDINGS

The Board of County Commissioners (BCC) adopts the following design concept and findings by Order No. _____, as recommended by the Roads Advisory Committee (RAC). This section gives a description of each element of the design concept. Where applicable, this is then followed by Findings that explain the rationale and intent behind each element.

- **Typical Section**

The project typical section includes two 11-foot travel lanes with roadside ditches and cut and fill slopes. The road surface is asphalt. The typical section is shown below.

Shoestring Road Typical Section



Findings

Shoestring Road is currently a 22-foot wide rural roadway with two travel lanes, no shoulder, and variable roadside ditches and side slopes. The 0.2-mile project length will match the existing dimensions of the roadway. This complies with the applicable minimum design standard from Lane Code for a low-volume roadway in steep terrain. Ditches will be provided on both sides, with the exception of certain locations on the downhill side of the project. Side slopes will be designed to ensure roadway stability and provide a reasonable opportunity for recovery of an out-of-control vehicle.

The slide area has reduced the road to one lane at milepost 2.95. Safety benefits come from eliminating the one-lane section and providing a more stable two-lane design consistent with the rest of Shoestring Road. Moreover, new asphalt on the realigned section of road will match the existing pavement condition at the project endpoints, where the existing pavement condition rating is in the 90s.

The traffic count as expressed in Average Daily Traffic (ADT) was 180 in 1997. Historical ADT has been in the 200-300 range, likely dependent on the amount of timber activity in any given year. The historical trend reflects little change in ADT on Shoestring Road, and it is anticipated that ADT will not change dramatically in the future. The proposed typical section is adequate for local traffic levels including heavy trucks associated with timber movement.

- **Alignment**

Starting at the north end of the project and heading south, the proposed alignment follows the existing alignment for the first 200 feet, then moves to the west for a short distance before crossing to the east of the existing alignment and follows an old unimproved forest road for about 100 feet. The proposed alignment continues southward on the east side of the existing alignment. At its greatest distance, the proposed alignment is approximately 120 feet up the hill from the centerline of the existing alignment. At the south end of the project, the alignment then reconnects with and matches the existing alignment for the last 150 feet of the project. The total length from beginning to end of the reconstruction is a little over 1000 feet.

Significant excavation is required to allow placement of the realigned road. During the construction period, the old alignment will remain open and passable for motor vehicles. Upon completion of the project, the road surface on the old alignment will be obliterated.

Findings

Movement of the alignment away from the slide area is the primary strategy for providing a more stable road base. This was chosen as the best option given the feasibility of moving the road to an area outside of the slide area and given that slide susceptibility was expected to be a continuing problem on the existing alignment. The increased stability of the proposed alignment compared to the existing one has undergone considerable evaluation through visual surveys, hand probes, geotechnical borings, and test pits.

Excavation and earth movement as proposed for the project is necessary to flatten out vertical curves on the new alignment and allow for construction of a roadway that meets accepted geometric standards.

The road will remain open during the construction period by keeping the old alignment passable to through traffic. Some normal delays may occur to through traffic, but road closure is not proposed for this project.

There are no buildings in the area, thus none will be affected by the new alignment. A power pole may be impacted by the project. Potential movement of the pole will be coordinated with the utility company.

- **Alternative Modes Accommodation**

No separate, dedicated bike or pedestrian facilities are proposed. Bus facilities (stops, pull-outs) will not be provided.

Findings

Lane County typically does not provide dedicated bike lanes or sidewalks on its rural collector system. Since Shoestring Road does not contain local destinations that generate bike and pedestrian trips (stores, schools, etc.), bike and pedestrian facilities are not warranted. In addition, the existing typical section will be matched, which consists of two travel lanes and no separate bike or pedestrian facilities. No public transit bus routes serve Shoestring Road.

- **Design Speed**

The design speed for Shoestring Road is 30 mph for the project area. This is used to design the horizontal and vertical alignments, as well as the final signing.

Findings

The 30 mph design speed is appropriate for the characteristics of Shoestring Road and is consistent with recommended guidelines in AASHTO's Geometric Design of Very Low-Volume Local Roads. The design speed is different from the posted speed. There is no posted speed on Shoestring Road, nor is one proposed.

- **Right-of-Way**

The existing right-of-way width along Shoestring Road is 50 feet. The proposed project right-of-way ranges from approximately 80 to 140 feet.

Findings

New right-of-way will be necessary for the realigned road. The project right-of-way accommodates the roadway and cut and fill slopes. Realignment in steeper terrain requires a greater right-of-way width due to construction of side slopes that ensure the stability of the roadway and adjacent slopes, as well as to provide a slope rate that enables a reasonable opportunity for recovery of an out-of-control vehicle.

The project affects a single property owner, Rosboro Lumber Company (22-04-35 Tax Lot 200), and negotiations will be conducted with them to establish the project right-of-way.

- **Utilities**

There are overhead power lines and underground fiber optic cable in the project area, owned by Douglas Electric and Sprint Fiber Optic, respectively.

Lane County staff will coordinate necessary utility relocations with the utility providers upon adoption of the design concept by the Board of County Commissioners.

- **Environmental**

Lane County staff investigated the project area for wetlands. Wetlands have been delineated within the project area.

Findings

Lane County Environmental Permits section is processing the necessary wetland permit through the Department of State Lands and the US Army Corp of Engineers. The project will comply with all conditions of the permit and meet applicable state and federal environmental regulations. The proposed alignment has been established with respect first to avoiding and, where that is not possible, minimizing wetland impacts. Minor adjustments to the project alignment and/or other design elements may be carried out to further minimize environmental impacts. This will be further evaluated and determined as the project proceeds.

- **Drainage**

Stormwater runoff in the right-of-way will be conveyed through roadside ditches. A culvert crossing will be installed at milepost 3.0 under the new aligned road, matching a culvert crossing under the old alignment. An existing pipe crossing at milepost 2.9 will remain.

Findings

The existing pipe at milepost 2.9 will be unaffected by the project and will continue to function the same. The new crossing at milepost 3.0 will provide the same function as the pipe in the old alignment that it is, in effect, replacing. The two pipe crossings will outlet water down the slope of the hill to the west. Surface run-off will be conveyed through ditches to the pipe crossings.

Special consideration is given to drainage with respect to groundwater movement toward the road from the wetland area to the east of the project. In light of this, slope rates have been adjusted to ensure stability of the cut slopes that may be impacted by groundwater movement. The final design of the slope rate and other drainage considerations will be established as the project proceeds. Generally, the project will retain the existing drainage characteristics of the area.

- **Standards**

The project shall be designed in accordance with the 2001 American Association of State Highway and Transportation Officials (AASHTO) publication *Geometric Design of Very Low-Volume Local Roads* ($ADT \leq 400$). Signing devices shall comply with the *Manual on Uniform Traffic Control Devices, Millennium Edition* and Oregon Supplements. The applicable Lane County design standard, found in Lane Code 15.703, is a minimum pavement width of 22 feet for this classification of road.

Findings

The recommended design concept for Shoestring Road is consistent with the engineering documents mentioned above and the minimum standards specified in Lane Code.

- **Additional Design Exceptions**

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

- **Land Use & Policy Framework**

The proposed project is within the F-1 zoning designation. The Lane County Transportation System Plan governs the County road system. This project involves road realignment and right-of-way acquisition.

Findings

The project is consistent with Goal 1 of the Lane County Transportation System Plan (TSP), which states: *Maintain the safety, physical integrity and function of the county road network through the routine maintenance program, the Capital Improvement Program, and the consistent application of road design standards.* In this case, the safety and function of Shoestring Road is enhanced through implementation of the Capital Improvement Program. Safety improvements on the road system are an explicit priority, as stated in Policy 1-c of the TSP.

Zoning for the project area is within the County's land use jurisdiction. Adjacent zoning is Non-impacted Forest Lands (F-1). The proposed project is a permitted use in the F-1 zone pursuant to Lane Code 16.210(2)(k)(ii). Lane Code complies with the Statewide Planning Goals and administrative rules implementing those goals, including the Transportation Planning Rule (OAR 660-012).

MAJOR ISSUES - PUBLIC TESTIMONY

Lane County Public Works Staff sent out two mailings to residents and interested parties. The mailing list includes addresses along Shoestring Road in Lane County and Douglas County. The mailings described the project and solicited written comments. The first mailing was sent in September 2004 and the second in October 2004. A public hearing was held on October 27, 2004 before the Roads Advisory Committee. The public hearing was advertised in the second mailing and through a display ad placed in the Register-Guard. No one testified at the public hearing.

Staff has had phone conversations with South Lane Fire & Rescue and the South Lane School District. These service providers expressed no objections to the proposed project. Other service providers notified through the mail include the Oregon Department of Forestry, which provides forest fire protection, and the US Post Office.

Prior to the public hearing, the project received three written comments from property owners:

1. An email from a timber company with operations on Shoestring Road that expressed no objections to the proposed project.
2. A letter from a resident on London Road that provided support for the project.
3. An email from Rosboro Lumber Company, the affected property owner, stating opposition to the project until they have the time to review the project plans and further consider its potential impacts.

With regard to comment 3, Lane County has since been in contact with staff from Rosboro in consideration of the realignment plan. The indication is there is no objection to the overall project, but rather interest in working out details regarding the road right-of-way, disposal of excavated materials, removal of asphalt on the obliterated alignment, and use of grass seed after the project is complete. Lane County staff will pursue these issues and continue to coordinate with Rosboro as the project proceeds to construction.

The Recommended Design Concept and Findings was mailed to property owners and interested parties for a 30-day review period after approval by the RAC. The review period ended on November 29, 2004, and no new written comments were received during that time.

The three written comments received prior to the October 27th public hearing are in Attachment 1 of this document.

ATTACHMENT 1 TO EXHIBIT B

Public Record for Shoestring Road Improvement Project

First Notification Letter to Residents & Interested Parties

Second Notification Letter/Public Hearing Announcement to Residents & Interested Parties

Written comments sorted by last name



LANE COUNTY

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

September 15, 2004

RE: Shoestring Road Repair

To whom it may concern:

This letter is provided to inform you that Lane County Public Works is planning a safety improvement project on Shoestring Road in Lane County around milepost 2.95 (See map on back of this letter). The road has been reduced in width to a single lane at milepost 2.95 due to slide conditions. Analysis has indicated that slide susceptibility will continue to be an issue at this location. In order to improve the safety and stability of the road, Lane County proposes to move the road alignment up the hill to the east for a 0.17-mile section of Shoestring Road. The finished safety improvements will establish a more stable two-lane roadway.

The project is scheduled for construction in Summer 2005. Travelers may experience some delay during the construction period with flaggers regulating traffic; however, we anticipate that the road will remain open to through traffic. The total cost of the project is estimated at \$440,000.

Now is the beginning of the public process for the project. The design concept will be presented in a public hearing to the Roads Advisory Committee in late October or early November, who will then make a recommendation to the Board of County Commissioners. Adoption of the design concept by the Board of Commissioners authorizes Lane County Public Works staff to proceed with the project.

If you have any comments regarding the proposed Shoestring Road project or need more information, please contact me at (541) 682-6975 or email at jason.lien@co.lane.or.us. Comments received in writing (including email) by October 18, 2004 will be considered by the Roads Advisory Committee at their public hearing. You will be notified of the time and location of this public hearing in a separate mailing.

Sincerely,


Jason Lien
Associate Planner
Transportation Planning



LANE COUNTY

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

October 13, 2004

RE: Shoestring Road Repair Public Hearing

To whom it may concern:

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

Wednesday, October 27, 2004 - 6:30 PM
Lane County Public Works
Operations Building - Goodson Room
3040 N. Delta Highway, Eugene

The public hearing is an opportunity for the public and interested parties to provide testimony about the project. The design concept will be presented before the public hearing opens.

The safety improvement project is scheduled for construction in Summer 2005 on Shoestring Road in Lane County at milepost 2.95 (See map on back of this letter). The road has been reduced in width to a single lane at milepost 2.95 due to slide conditions. Analysis has indicated that slide susceptibility will continue to be an issue. In order to improve the safety and stability of the road at this location, Lane County proposes to move the road alignment up the hill to the east for a 0.17-mile section of the roadway. The finished safety improvements will establish a more stable two-lane roadway, and the existing one-lane section will be closed upon completion of the project.

Travelers may experience some delay during the construction period with flaggers regulating traffic; however, we anticipate that the road will remain open to through traffic. The total cost of the project is estimated at \$440,000.

To date, we have received no public comments regarding the project. Written comments may be sent or emailed to Jason Lien, Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 or jason.lien@co.lane.or.us. **If no comments are received in writing by October 27th, or through oral testimony at the public hearing, the Roads Advisory Committee will assume there are no objections to the project and approve the design concept as presented.** The approved design concept will then be sent to residents and interested parties for a 30-day review and comment period before the item is presented to the Board of County Commissioners. Adoption of the design concept by the Board of Commissioners authorizes Lane County Public Works staff to proceed with the project.

If you need more information, please contact me at (541) 682-6975.

Sincerely,

Jason Lien
Associate Planner
Transportation Planning

LIEN Jason C

From: Steve Akehurst [steveakehurst@rosboro.com]
Sent: Thursday, October 21, 2004 4:59 PM
To: jason.lien@co.lane.or.us
Subject: Shoestring road repair

Rosboro is the adjacent landowner to this project and we have been very cooperative in providing county engineers access to the site for necessary stability studies. However, we have not received any communication from the county as to its plans for the repair. Your public hearing notification dated October 13th does not provide any details. Are we to assume that the realignment will occur within the existing right-of-way? If not, and land acquisition is required, our position will be to oppose the project until such time that we are provided the with the project plans and time to review them on-site.

Please contact myself or Rich Reeves, our engineer, at 746-8411.

Steven D. Akehurst
Chief Forester
PO Box 20
Springfield, OR 97477
(541) 746-8411

10/14/04

TO

Lane County Public Works

I highly approve of the work you

have planned for the project on Shoestring Road at milepost 7.95.

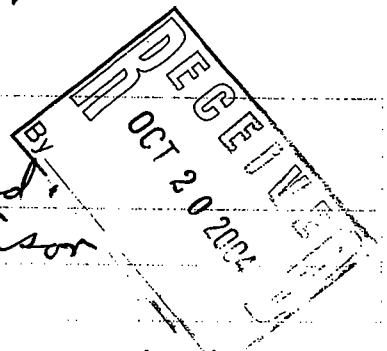
Lots of folks make their living by having to use this road. So I feel any ~~improvement~~ improvement would add to the safety for these folks.

So I say go for it and we will be very proud of the work you folks have done on Shoestring Road.

a Resident at

72740 London Rd.

Joseph P. Harrison



P.S. Just driving this road is a very pleasant trip on week-ends.

So again Go for it.

LIEN Jason C

From: Ken Hoffine [KHoffine@lrtc.com]
Sent: Wednesday, October 20, 2004 9:28 AM
To: jason.lien@co.lane.or.us
Subject: shoestring valley rd construction

Categories: NoHTML

Jason,

I have evaluated your proposal to relocate the shoestring valley road and see no effect for our operations in either the short or long term with our current land ownership. Thank you for your consideration to provide us notice to actions near our neighboring properties.

Ken Hoffine

Engineer and Surveyor

Lone Rock Timber Management Company

PO Box 1127

Roseburg, OR 97470