

Memorandum Date: October 23, 2007
Order Date: November 7, 2007

W. G. B.

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Bill Morgan, Interim County Engineer

AGENDA ITEM TITLE: ORDER/IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR HARVEY ROAD, M.P. 0.86 TO M.P. 1.44, BASED ON THE DESIGN CONCEPT IN EXHIBIT A; AND AUTHORIZING STAFF TO PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO CONSTRUCT THE ROAD, PURSUE ALL NECESSARY PLANNING ACTIONS AND PREPARE PLANS AND SPECIFICATIONS FOR IMPROVEMENT OF SAID ROAD

I. MOTION

MOVE APPROVAL OF THE ORDER.

II. AGENDA ITEM SUMMARY

This action will approve a project Design Concept and Findings for the improvement of Harvey Road in Creswell. The Board has previously adopted the 08-12 Capital Improvement Program (CIP) with funding included for this project, contingent upon federal action on "county payments" legislation. Based on the one-year extension of "county payments" legislation for FY 07-08 and sufficient Road Fund reserve to fund this project, staff is recommending continuing work on this project.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

Harvey Road is an Urban Minor Collector road running north and south within the northern area of the Creswell Urban Growth Boundary (UGB). In the last few years, local development along the project corridor has steadily increased; and the City of Creswell and Creswell School District officials would like to improve safety and access by urbanizing the road.

In addition to adding curbside sidewalks and bike lanes, the School District specifically requested some form of pedestrian walkway be constructed along Nieblock Lane in order to provide pedestrian access to the high school. Interim school crossing improvements, including a marked crosswalk, School advance warning, School 20 mph and School crossing signs were installed by the County in 2006.

Although this specific project is not identified in the Lane County Transportation System Plan (TSP), the urbanization of this roadway is supported by TSP Goals and Policies that maintain and enhance the safety, efficiency and performance standards of County roads for all road users.

The Harvey Road project was first included in the 2006 update of the 5-year CIP (07-11) as a General Construction project. It was to be constructed in FY 07/08 with a road construction cost of \$1,650,000 with local matching dollars from the City of Creswell through development contributions. It was also identified that the City would take over jurisdiction of the road at the completion of the project.

During the 2007 update of the 5-year CIP (08-12), the project was again included in the program, and the local match by the City was identified at \$300,000. By taking into account the local match for the road improvements, Lane County is responsible for \$1,350,000 of Road Funds for General Construction. The City of Creswell also re-committed to taking jurisdiction of the improved roadway after construction, and committed to paying for additional project extensions to the south and for any necessary water line replacements in the project area (refer to discussion of City Options in Analysis section of Memo).

Lane County staff conducted two public meetings, consisting of an open house on January 30, 2007, and a Roads Advisory Committee (RAC) public hearing on August 29, 2007. These meetings and hearings (see Exhibit A for public meeting records) led to the development of a staff preferred design concept that included a two-lane urban street (UGB to Scott) with opposing left-turn lanes at Nieblock Lane (Option A1). In addition, it also included widening Nieblock Lane on the north side, but having the school pedestrian pathway on the south side of Nieblock Lane (Option B1). This is done by moving the travel lanes to the north and using 5 feet of the existing roadway on the south side for a pedestrian path. The path would be delineated with an extruded curb set on top of the existing pavement.

On September 26, 2007 the Roads Advisory Committee again reviewed the public meeting record and approved the revised Design Concept and Findings prepared by County staff. This Design Concept was mailed to property owners and interested parties for a 30-day comment period according to our normal procedures. The letter is included in Exhibit A as Attachment 5. The letter also reminded the property owners that this project will be an assessment project, and that assessments of benefiting properties will be in accordance with the Lane County Special Assessment Policy as outlined in Lane Code Chapter 15 and ORS 371.625. No comments to the September 26th letter have been received to date.

B. Policy Issues

The Board has expressed support for cooperative efforts with cities to address mutual needs. In this case, the City of Creswell has committed to provide \$300,000 toward the construction of the improvements, to pay for additional extension of the project to the south between Hillegas Avenue and Scott Avenue, to pay for all costs associated with a city water main replacement, and to take jurisdiction of this section of Harvey Road after completion of the project. All of these issues are addressed in the Intergovernmental Agreement between the city of Creswell and Lane County, which is expected to be fully executed by the first week of November.

This project will utilize the Special Assessment Policy in Lane Code 15.600-15.645 to recover some of the construction costs. Current County policy is to charge adjacent property owners the actual cost for the curb, gutter, sidewalk and driveway approach improvements adjacent to their frontage. The assessment will include an engineering fee of up to 25% of the total assessment costs.

C. Board Goals

The Public Works Capital Improvement Program is supported by, and consistent with, the following overall goals as presented in Lane County's Strategic Plan:

- Provide opportunities for citizen participation in decision-making, voting, volunteerism and civic and community involvement.
- Contribute to appropriate community development in the areas of transportation and telecommunications infrastructure, housing, growth management, and land development.
- Protect the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure.

D. Financial and/or Resource Considerations

The project is included in the adopted 08-12 CIP under BO #07-5-16-7 as a General Construction project. The project includes a footnote which states, in part: *"The Harvey Road project has been identified as a high priority for funding in the event that federal funds are restored in the Road Fund in FY 07-08. It is listed in this draft CIP based on the expectation that Congress will act before the CIP is adopted by the Board of Commissioners. If not, the project will likely be removed from the program by the Board..."* At the Board meeting on May 16, 2007, the Board discussed the situation with the Road Fund and decided to retain Harvey Road project funding in the CIP and to keep working on the project. Direction was given to staff to bring the project back to the Board for further discussion on project funding. Since that time, federal payments to the Road Fund have been extended for FY 07-08.

This action to approve the Design Concept is consistent with the direction to continue work on the project. The Board Order adopting this Design Concept contains language stating the Board's intention to revisit Harvey Road funding in fall of 2007.

E. Analysis

Summary of Design Decisions:

The proposed design will provide for the construction of a two-lane urban roadway with curbs, gutters, bike lanes, and sidewalks. The most important design decision on this project has been the addition of opposing left turn lanes on Harvey Road at Nieblock Lane in order to meet the demands of traffic using this intersection. The proposed design will also include additional pavement widening on the north side of Nieblock Lane so that a pedestrian walkway can be placed on the south side of the roadway, tying into the existing sidewalk from the High School.

A design exception is needed for the use of an extruded curb on Nieblock Lane to separate the pedestrian path from the travel lanes. Lane Code 15.702 (12) (d) (iii) states "Extruded

curbs shall only be used for drainage control and not as separation for vehicles and pedestrians”.

Other design features are further outlined in Exhibit A, attached to this memo.

City Options:

Staff worked with the City of Creswell on an Intergovernmental Agreement (IGA) for the Harvey Road project. The CIP adoption authorizes the County Administrator to sign agreements on projects, consistent with the adopted CIP. The IGA contains a termination clause that allows the County to terminate the agreement if the County determines sufficient funds are not available to build the project.

City options in the IGA include extension of project at City expense between Hillegas Avenue and Scott Avenue, or about 300 feet further than what is shown in the CIP; and payment to County for City waterline replacement (not road fund eligible).

F. Alternatives/Options

1. Adopt Board Order approving the Design Concept that incorporates Option A1 for the intersection of Harvey Road and Nieblock Lane, and Option B1 for the pedestrian pathway to the school on Nieblock Lane, including a design exception to use extruded curbs on Nieblock Lane to separate vehicles from pedestrians.
2. Decline to adopt the Design Concept.

V. TIMING/IMPLEMENTATION

If the Board approves the Design Concept for Harvey Road, staff would begin all necessary planning, real estate and engineering actions to prepare plans and specifications for a bid opening in the spring of 2008.

VI. RECOMMENDATION

Option 1. Adopt the Design Concept and continue work on the project.

VII. FOLLOW-UP

Upon approval of the Board, Public Works staff will prepare a right-of-way plan to accommodate the alignment, road width, and other requirements of the road consistent with the approved design concept. They will also pursue all necessary planning actions, intergovernmental agreements, acquire right-of-way, and prepare plans and specifications. This activity is contingent upon further review of the Road Fund in the fall of 2007.

VII. ATTACHMENTS

Order

Exhibit 'A' – Design Concept with Findings (Attachments included)

Exhibit 'B' – Right-of-Way Acquisition List

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO. (ORDER/IN THE MATTER OF APPROVING A PROJECT
(DESIGN CONCEPT FOR HARVEY ROAD, M.P. 0.86 TO
(M.P. 1.44, BASED ON THE DESIGN CONCEPT IN
(EXHIBIT A; 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, 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 August 29, 2007 to consider improvement of this portion of Harvey Road; and

WHEREAS, on September 26, 2007 the Roads Advisory Committee reviewed the public meeting record and the report prepared by County staff, and adopted recommendations and findings specifying a design concept for Harvey Road, MP 0.86 TO MP 1.44; and

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

WHEREAS, the Board of Commissioners considered the Roads Advisory Committee's recommendation on November 7, 2007; and

WHEREAS, the Board adopted the Harvey Road project in the five-year Capital Improvement Program FY 07/08 – FY 11/12 on May 16, 2007 by Board Order 07-5-16-7; and

WHEREAS, the Board discussed the Harvey Road project on May 16, 2007 following the Capital Improvement Program public hearing and declared their intention to discuss Road Fund finances in the fall of 2007 and to discuss the continuation of funding for several projects, including the Harvey Road project; and

WHEREAS, special assessments shall be levied for urban improvements as outlined in Lane Code 15.600 through 15.645; 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 B, 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 presented in Exhibit 'A' for the improvement of Harvey Road, MP 0.86 TO MP 1.44, based on the findings in Exhibit 'A'; **AND, BE IT**

ORDERED, that the Design Concept and development of said Design Concept be approved with the understanding that the Board will discuss Road Fund finances in the fall of 2007 and may revisit the decision to fund the Harvey Road Project; **AND, BE IT**

ORDERED, that the Board delegate's 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 Harvey 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 Harvey Road to serve the needs of Lane County for the general use and benefit of Lane County; **AND, BE IT**

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

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

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

DATED this _____ day of _____ 2007.

Fay Stewart, Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 10-26-07 Lane County

OFFICE OF LEGAL COUNSEL

ORDER/IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT FOR HARVEY ROAD, M.P. 0.86 TO M.P. 1.44, BASED ON THE DESIGN CONCEPT IN EXHIBIT A; 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

Design Concept and Findings

LANE COUNTY ROADS ADVISORY COMMITTEE
Recommended Design Concept and Findings
September 26, 2007

Harvey Road Improvement Project

Urban Growth Boundary (MP 0.86) to Scott Avenue (MP 1.44)

BACKGROUND AND SUMMARY

Harvey Road is an Urban Minor Collector road running north and south within the northern area of the Creswell Urban Growth Boundary (UGB). Minor Collectors are used primarily to channel traffic from neighborhoods to other collectors or arterials. In the last few years, local development along the project corridor has steadily increased; and the City of Creswell and Creswell School District officials would like to improve safety and access by urbanizing the road. Besides adding curbside sidewalks and bike lanes, the School District specifically requested some form of pedestrian walkway be constructed along Nieblock in order to provide pedestrian access to the high school. Interim school crossing improvements, including a marked crosswalk, School advance warning, School 20 mph and School crossing signs were installed by the County in 2006.

The Lane County Public Works Capital Improvement Program (CIP) adopted by the Board of Commissioners has identified the urban section of Harvey Road (UGB to Hillegas Avenue) as a General Construction CIP project in FY 07/08, and the current identified road costs to be born by the County are \$1,650,000 for construction and \$100,000 for right-of-way (R/W) acquisition. A footnote in the approved FY 07/08 – FY 11/12 County CIP says that the Harvey Road project has been identified as a high priority for funding in the event that federal funds are restored in the Road fund in FY 07/08. Since adoption of the CIP, the US Congress has approved a one-year reauthorization of the Secure Rural Schools and Community Self Determination Act at 100% of prior year levels.

The City of Creswell has requested that the project be extended at their expense between Hillegas Avenue and Scott Avenue, or about 300 feet further than what is shown in the CIP. This would make the project limits fall between the UGB on the north end and Scott Avenue on the south end. The City of Creswell would also like to include at their expense all design, materials and construction cost associated with the replacement of an existing water main for the entire length of the project. They would also like to include at their expense, the up-sizing of the storm drainage system in the project area to accommodate drainage outside of the road right-of-way. The Creswell School District has also requested that school crossings be provided at the intersections of Harvey Road and Nieblock Lane, Harvey Road at Morse Avenue and Harvey Road at Scott Avenue. The City has already accepted portions of the road and will be accepting all remaining sections at the completion of the project. All of these items will be further enumerated in the final IGA between the City and the County.

Although this specific project is not identified in the Lane County Transportation System Plan (TSP), the urbanization of this roadway is supported by TSP Goals and Policies that maintain and enhance the safety, efficiency and performance standards of County roads for all road users.

Lane County staff conducted a public meeting, consisting of an Open House on January 30, 2007. Two proposed design concepts were offered in which one was a two-lane urban street

EXHIBIT A

design with curb and gutter, sidewalks, and bike lanes on both sides of Harvey Road from the UGB to Scott Avenue with left turn lanes at Nieblock Lane. The second option showed the same configuration between Nieblock Lane and Scott Avenue but kept the urban section on the east side and a rural (ditch) section on the west side from the UGB to Nieblock Lane. This concept of having a rural template on one side of the road was suggested since the land adjacent to the road is outside of the UGB. Both of these design concepts included proposals for a pedestrian path down Nieblock Lane (Harvey Road to High School entrance), with an option for the path on the north side of the roadway or one on the south side of the roadway.

Later, Lane County staff met with City staff to discuss the results of the open house and to review the design proposals. This meeting led to the development of a staff preferred design concept that included a two-lane urban street (UGB to Hillegas) with left-turn lanes at Nieblock Lane (Option A1). In addition, it also included widening Nieblock Lane on the north side, but having the pathway on the south side of Nieblock. This is done by moving the travel lanes to the north and using 5 feet of the existing roadway on the south side for a pedestrian path. The path would be delineated with an extruded curb set on top of the existing pavement.

Roads Advisory Committee Public Hearing and Testimony

The Roads Advisory Committee held a Public Hearing on August 29, 2007 and left the public record open until September 14th. Other options surfaced. Please see the Major Issues – Public Testimony section of this document to review specific public comments on the options.

In summary, the two options for **Harvey Road** are as follows:

Option A1: Construct left turn lanes on Harvey Road at Nieblock Lane

This option recognizes that the only entrance for the High School and for new development along Nieblock Lane is at Harvey Road, and that for safety and accessibility purposes, a dedicated left turn lane (or pocket) is preferred.

Option A2: Keep Harvey Road as a continuous 2-lane street, with no opposing left turn lanes on Harvey Road at Nieblock Lane,

This option minimizes the amount of right-of-way needed and also minimizes the proximity of travel lanes with adjacent residences.

Based on Public Testimony and input, three options are presented for the pedestrian pathway on **Nieblock Lane**, as follows. Please see the Public Testimony section of this document for further analyses of these options.

Option B1. Widen the roadway to the north and place the pedestrian path on the south side.

This option would require the acquisition of right-of-way on the north side of Nieblock Lane, but would avoid reconstruction of existing ditches on the south side.

Option B2. Widen the roadway to the north and place the pedestrian path on the widened north side.

This option would require acquisition of right-of-way on the north side of Nieblock Lane, but would require another pedestrian crossing at the school driveway.

Option B3. Widen the roadway equally on both sides to construct enough additional width for the pedestrian path to be placed on the south side of the road.

EXHIBIT A

This would likely require the acquisition of right-of-way from both sides of Nieblock Lane, reconstruction of the existing ditches on the south side, relocation of utilities on both sides of the road, and be the most expensive option.

Assessments of benefiting properties will be in accordance with the Lane County Special Assessment Policy as outlined in Lane Code Chapter 15 and ORS 371.625, which states that the cost of constructing the curbs, gutters and sidewalks shall be assessed to the abutting properties on the following basis: curbs and gutters by the foot, sidewalks by the square yard, driveways by the square yard and adding up to an additional 25% for engineering and administrative costs. There will be no assessment for drainage curb along Nieblock Lane, or for properties along Harvey Road who have recently paid the City of Creswell during their subdivision process for frontage improvements.

RECOMMENDED DESIGN CONCEPT

The Roads Advisory Committee recommends the following design concept that incorporates Option A1 for the intersection of Harvey Road and Nieblock Lane, and Option B1 for the pedestrian pathway to the school on Nieblock Lane. This recommended design concept is based on information in the Public Testimony section of this document along with discussion held between RAC members at their September 26, 2007 meeting to approve the design concept.

Major features of the recommended Harvey Road Improvement Project are as follows:

- Construction of a two-lane urban roadway with curbs, gutters, bike lanes, and sidewalks (See Figure 1).
- Addition of left-turn lanes Option A1 (both northbound and southbound) at Nieblock Lane (See Figure 2).
- Sidewalks on Harvey Road will be six feet wide and adjacent to the curb to minimize right-of-way widths. The City has requested that both sides of the street receive full improvements, including bike lanes and sidewalks.
- Additional pavement widening on the north side of Nieblock Lane (Option B1) to construct a pedestrian walkway down the existing roadway on the south side of the street that ties into the school property (See Figures 3 and 4) No additional turn lane will be provided on Nieblock Lane. Some utility relocation will be necessary in order to remove the utility poles from the roadway clear zone. This will require the acquisition of right-of-way on the north side of Nieblock Lane.
- Within the portions of the project on Harvey Road that are two lanes, the road can be constructed within the existing 60-foot wide right-of-way. Small amounts of right-of-way will be needed at the intersections to accommodate sidewalk ramps. Approximately 5 feet of right-of-way or slope easement on each side of the street will be needed at the locations where turn lanes and tapers are to be constructed at the Nieblock Lane intersection. Storm drainage facilities may require easements or acquisitions. The final width of the right-of-way or easement areas will be determined during the design process. Space for utility relocations and storm sewer outfall modifications, if any, will also be determined during the design process.
- Temporary construction easements or permits of entry may be needed to reconnect existing driveways to the new roadway. Side streets will generally be matched, with minimal reconstruction due to scope and cost constraints.
- The horizontal roadway improvements will generally follow the existing alignment of Harvey Road and the vertical realignment will average a drop of 6 to 12 inches.
- School crosswalks on Harvey Road are proposed at the Nieblock Lane, Morse Street, and Scott Avenue intersections. If budget allows, appropriate signing, markings and other

EXHIBIT A

safety features including school flashers (operated during school hours) and intersection lighting are planned to be incorporated at the three crossings.

- The design of the entire storm water system for the Harvey Road project will meet County guidelines. The storm water system will be designed to handle a 10-year storm event while taking into account existing drainage patterns and hydrology as it relates to the road project. Additional pipe capacity will be paid for by the City in order to accommodate run off from adjacent land areas. The piped storm water will be conveyed to an existing outfall under the jurisdiction of the City of Creswell.
- Replacement of City water mains in the project limits will also be included, and paid for by the City of Creswell.

Discussion of the Recommended Design Concept

Most of the project will be a two-lane design as shown in Figure 1 below. This design includes bicycle and pedestrian facilities as required in the urban design standards for Lane County and the City of Creswell.

FIGURE 1
2-Lane Urban Design

- Two 12-foot wide travel lanes (one in each direction)
- Two 6-foot wide bike lanes (one in each direction)
- Two 6-foot wide curbside sidewalks (one on each side)

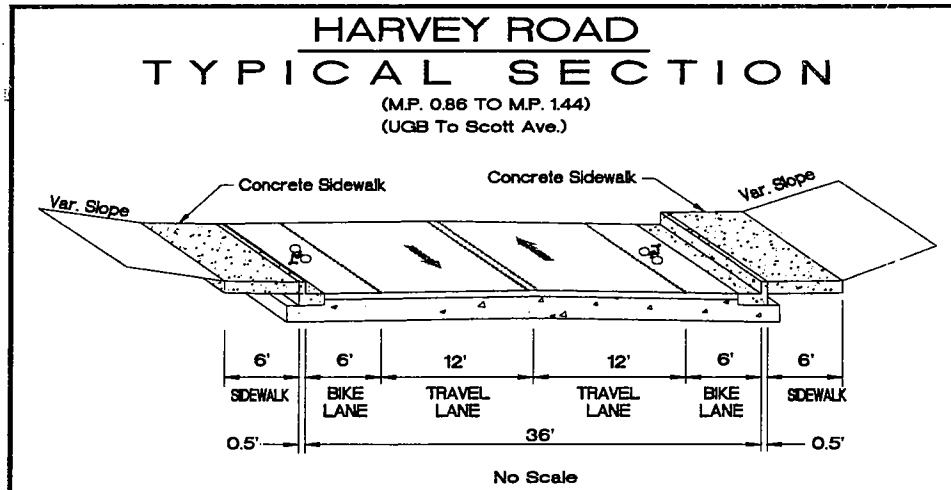


FIGURE 1

Left-turn lanes will be constructed on both the northbound and southbound approaches to Nieblock Lane (Option A1). A final determination of the exact lengths of these turn lanes will be decided during the design process, but these turn lanes will have adequate storage areas and will taper back to the two-lane design based on the design speed of 40 mph. No turn lanes will be provided on the side streets, including Nieblock Lane. The road design in the turn lane areas on Harvey Road are shown below in Figure 2.

EXHIBIT A

FIGURE 2

2-Lane Urban Design with Left-Turn Lane (Option A1)

Located at Nieblock Lane

- Two 12-foot wide travel lanes (one in each direction)
- One 12-foot wide left-turn lane
- Two 6-foot wide bike lanes (one in each direction)
- Two 6-foot wide curbside sidewalks (one on each side)

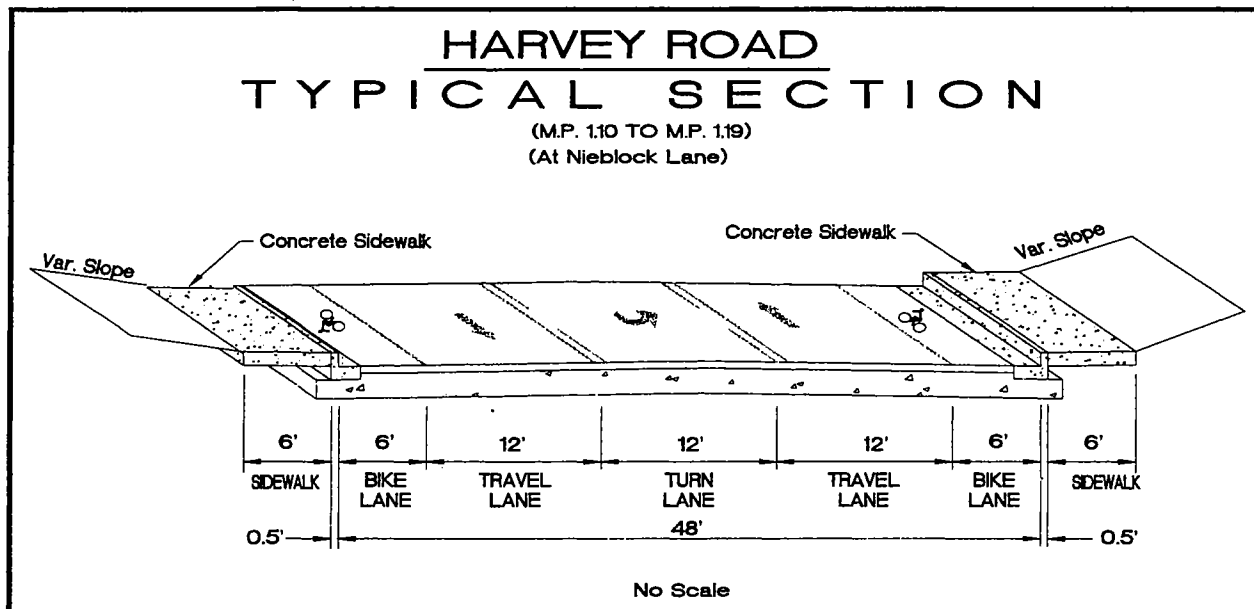


FIGURE 2

The existing and proposed typical sections on Nieblock Lane are shown below in Figures 3 and 4. This pedestrian path area was requested by the Creswell School District and the City of Creswell. Nieblock Lane is a Lane County Road (LCR), and the UGB is located on the north side of the roadway. Full urban improvements were not in the scope or budget of this project, but the proposed option, which incorporates a pathway on the south side, seeks to balance the need to provide a safer pedestrian walkway to the school and the limited funds for construction.

There are EPUD Utility distribution poles along the north side of Nieblock Lane and the east side of Harvey Road. EPUD provides power to the residents of Creswell and these poles distribute power to their customers. There are Lane Electric Utility transmission poles along the south side of Nieblock Lane and the west side of Harvey Road. Lane Electric transmits their power through the area but does not service anyone in the immediate area.

Both sets of utilities on Harvey Road and Nieblock Lane are necessary but each utility company has indicated a willingness to evaluate if they can co-exist on the same pole. If they cannot come to an agreement, each utility company would continue to have power poles along both sides of these roads. The minimum acceptable clear zone standard along Nieblock Lane, classified as a rural local road, is 10 feet per LC 15.705(11).

EXHIBIT A

The ability to construct a pedestrian pathway along Nieblock Lane will be contingent upon the utility poles being relocated, placed underground, or protected if remaining in the clear zone.

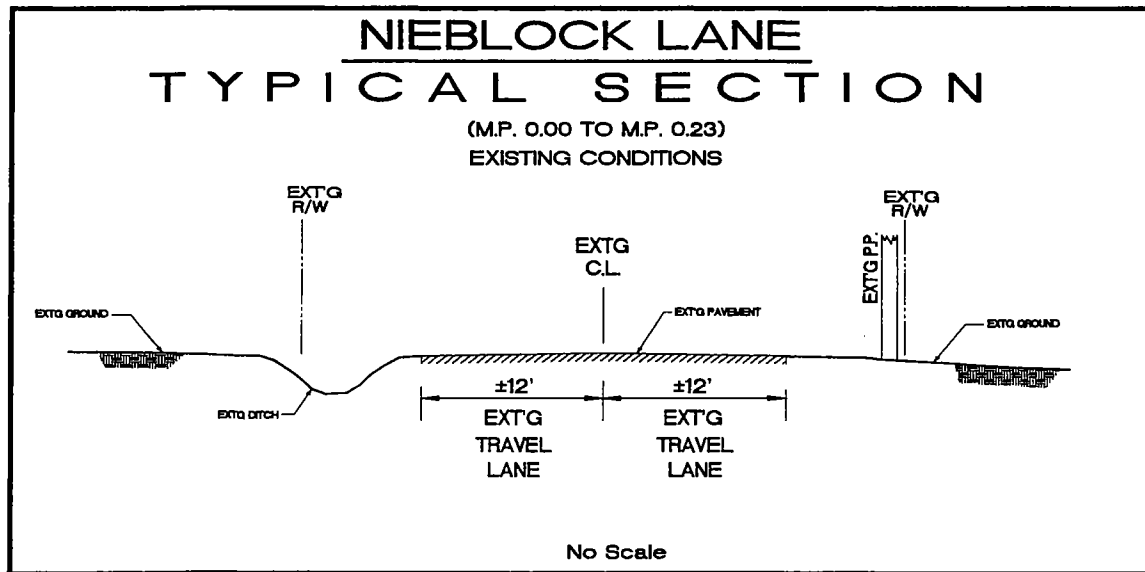


FIGURE 3

FIGURE 4

Pedestrian Path – South Side Of Roadway (Option B1)

Located On Nieblock Lane

- One 5-foot wide pedestrian pathway on south side of road.
- Pathway consists of a widened roadway shoulder separated by a drainage curb
- Travel lanes are shifted north so pathway can go on the south.
- Utility relocation and some right-of-way needed along north side of roadway due to existing power poles in clear zone
- Retains existing "no ditch" roadway section on north side, and does not require relocation of existing roadside ditch on the south side.

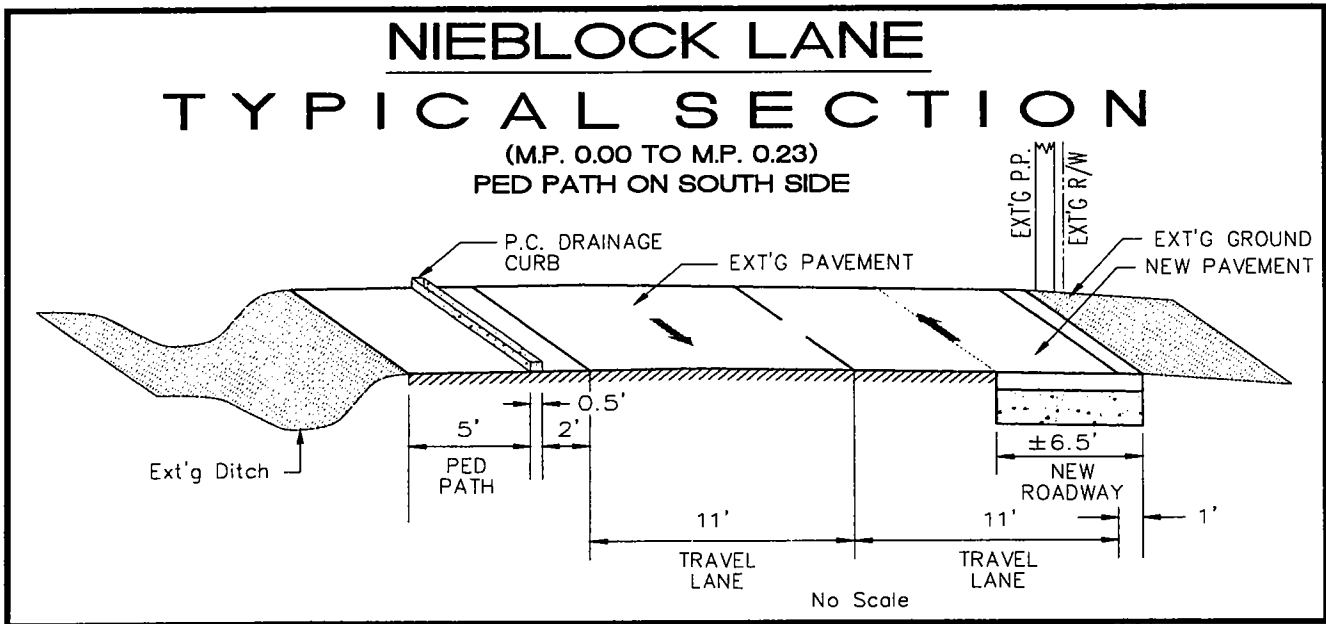


FIGURE 4

Standards

The project shall be designed in accordance with the 2004 American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy on Geometric Design of Highways and Streets*. Traffic controls and signings shall comply with the *Manual on Uniform Traffic Control Devices, 2003 Edition* and Oregon Supplements.

Design Speed

The design speed for Harvey Road is 40 mph. Design speeds are used to design the horizontal and vertical alignments, as well as the final signing, striping and transitions.

Design Exceptions

- A design exception will be given for the use of an extruded curb on Nieblock Lane to separate the pedestrian path from the travel lanes. Lane Code 15.702 (12) (d) (iii) states "Extruded curbs shall only be used for drainage control and not as separation for vehicles and pedestrians".

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

Assessment Policy

Lane Code requires assessment of the costs associated with curbs, gutters, driveways and sidewalk improvements to abutting property owners. The amount of the assessment would be based on actual construction costs of the improvement on a front footage basis. Cost per front foot on recent projects of similar size and scope have been approximately \$25 to \$30. The Creswell City Council will have to authorize County assessments to property owners inside the

EXHIBIT A

City limits if they are part of the project. Final assessments are levied against abutting properties after completion of the project. There will be no assessment for drainage curb along Nieblock Lane, or for properties along Harvey Road who have recently paid the City of Creswell during their subdivision process for frontage improvements.

MAJOR ISSUES – PUBLIC TESTIMONY

Staff held a public Open House on January 30, 2007 at the Creswell Community Center and provided project information to the citizens using preliminary design concepts. On August 29, 2007, the Roads Advisory Committee (RAC) held a public hearing at the Lane County Public Works building in Eugene where RAC members heard public testimony on the proposed project and preliminary design concept. A few citizens attended the meeting and gave their oral and/or submitted their written testimony. The public record was left open until September 14, 2007 for additional written comments. A total of 15 separate written and verbal comments were received, representing comments from 10 different people. Some people submitted comments at multiple times during the process. At the September 26, 2007 Roads Advisory Committee meeting, additional discussion was held between RAC members (see minutes of meeting). A list of comments is summarized below with a *Roads Advisory Committee response in italics*, when applicable.

1. Do you support the improvement project as proposed? (10 comments)

Support -4

Support with Conditions -5

Do not Support -1

NIEBLOCK LANE ISSUES

2. Pedestrian path on Nieblock Lane (3 comments)

One resident that lives on the south side of Nieblock Lane feels the path should be placed on the north side of the road as it would be more feasible and require less property acquisition.

Another resident that lives on the north side of Nieblock Lane feels the path should be placed on the south side as it would be safer and not require a crossing in front of the school.

One resident that lives on the north side of Nieblock Lane feels an equal amount of right-of-way should be taken from both sides of Nieblock Lane to share the burden.

Staff further reviewed the options provided in public testimony, and compared the recommended option with the option that widened both sides. as follows:

Option B3. Splitting the 6' plus/minus additional pavement width, 3' north side and 3' south side.

South side impacts include:

1. Additional 10' of right-of-way needed on the south side for construction for foreslope/backslope with a 1' ditch.
2. Existing power poles on the south side have to be relocated.
3. Five existing driveways reconstructed with new culvert pipes.

EXHIBIT A

North side impacts include:

1. Need an additional 10' of right-of-way for a clear zone.
2. Existing power poles on north side have to be relocated.
3. No existing ditch on north side, just match four existing driveways.

Option B1. 6' plus/minus added to north side of roadway.

South side impacts:

1. No additional right-of-way, no reconstruction of driveways or relocation of existing power poles.

North side impacts:

1. Need an additional 10' of right-of-way for clear zone.
2. Existing power poles need to be relocated.
3. No existing ditch on north side, just match existing driveways.

The Roads Advisory Committee acknowledges that full urban Improvements were not in the scope or budget of this project, but the proposed pedestrian walkway seeks to serve as an interim improvement to provide safer passage to the school. Placing the pedestrian path on the south side of Nieblock Lane will keep pedestrians from having to cross the road just in front of the high school and will tie into the schools existing sidewalk. By widening the road to the north, less impact to residents will be realized, mainly due to not having to relocate and reconstruct the existing driveways and road side ditch on the south. Widening the road on both sides will require utility relocations on both sides of the road as opposed to just one side of the road.

3. A Turn lane should be provided on Nieblock Lane at the Harvey Road intersection (2 comments)

Both comments were from residents who live on Nieblock Lane and they felt a turn lane should be added on Nieblock Lane at Harvey Road to better handle traffic from the High School and the new subdivisions west of the school.

Lane County staff counted and observed traffic on September 10, 2007 at the intersection of Harvey Road and Nieblock Lane. There are three distinct peak times (when school starts, at noon, and when school lets out) when traffic volumes are higher and some delay is noted. The am peak had around 100 total vehicles turning from the west leg of Nieblock, and other off-peak periods averaged about 20 vehicles per hour. Approximately 80% of the traffic leaving the west leg of Nieblock Lane turns to the south, while 20% of the traffic turns north. During the three peak periods, a maximum of around 10 vehicles were observed to stack, but the vehicle queue was eliminated in one to two minutes, on average. The relative short duration of the delay is probably aided due to a lack of opposing vehicles from the east leg of Nieblock Lane, and because the majority of vehicles are turning right, or southbound, which has less opposing traffic movements to contend with.

EXHIBIT A

The Roads Advisory Committee acknowledges that there is some delay on Nieblock Lane at Harvey Road caused by vehicles leaving the high school in the morning, at noon, and at the end of school. Improving Nieblock Lane (a Local Access Road) was never in the scope or budget for the Harvey Road Improvement project; and, the estimated design, right-of-way and construction cost of placing a turn lane with tapers down Nieblock Lane is estimated at \$30,000 to \$50,000. At this time, it appears the overall traffic volumes do not justify a separate turn lane on Nieblock Lane.

4. The intersection control at Nieblock Lane at Willis Street (High School Entrance) should be changed (1 comment)

The existing intersection control consists of a stop sign on eastbound Nieblock Lane and a yield sign on Willis Street for vehicles coming out of the high school. A resident who lives near this intersection feels that the signs should be reversed, with the stop sign located on Willis Street and the Yield sign placed on Nieblock Lane.

The Traffic Engineering Section conducted a 24 hour traffic count at the intersection of Nieblock Lane and Willis Street on Tuesday, September 11th, with volume as follows:

Nieblock Lane, east of Willis Street (1096 Vehicles)
Nieblock Lane, west of Willis Street (170 Vehicles)
Willis Street, south of Nieblock Lane (914 Vehicles)

Based on the predominance of traffic flow to and from the high school, the Roads Advisory Committee supports the study conclusion that the existing signing at this intersection is appropriate for the traffic volumes reported.

5. Nieblock Lane should be spelled "Niblock" Lane (1 comment)

A long time resident of this street says the correct spelling should be Niblock Lane.

Staff from the County Surveyor's Office was contacted, and report as follows:

- The road was originally dedicated to the public in 1909 on the plat of A.C. Bohrnstedt Company Fruitlands (Book 4, Page 26). It was not named on the plat.
- In 1940 the road was established as County Road Number 1173. It was identified as Belknap Road, after J.E. Belknap, whose name appeared first on the Petition for the County Road.
- On May 12, 1954 the BCC approved an Order legally naming it Niblock Lane.
- Survey Office files do not indicate that any further action regarding the legal name of this road has taken place. Therefore, staff is unable to determine when, or where, the Nieblock spelling came from.

The Roads Advisory Committee suggests that the name remain as Nieblock, as it appears that the majority of people are fine with the existing naming. If there is safety or service delivery problems caused by the Nieblock / Niblock confusion, the Committee would suggest the neighborhood initiate renaming action. Ultimately, the City has authority to rename any portion of a road that has been surrendered.

EXHIBIT A

HARVEY ROAD ISSUES

6. Can project be extended to the south to the alley between Scott Avenue and Gilfry Street (1 comment)

One of the residents wants the roadway taper at Scott Avenue to extend to the mid block alley between Gilfry Street and Scott Avenue. Based on his public testimony, he suggests the roadside drainage ditch be filled in and enough pavement be provided so that pedestrians and bicyclists could then get to the existing alley, which is used by school students.

Based on the information provided by the resident and on input from staff, it appears that the taper and storm drainage improvements can be extended to this area without affecting the scope and budget of the project. The Roads Advisory Committee supports this request.

7. Resident concern about impacts on their property setbacks (2 comments)

One of the residents on Harvey Road (83399 Harvey Road) has a lot that does not front Harvey Road, but has an existing gravel driveway, with an access easement through an adjacent property.

Based on the preliminary design, this resident should not have setback impacts as the improvements are contained within the existing right-of-way and they are already set back from the road over 100 feet.

Another resident on the south side of Nieblock Lane is supportive of a turn lane being constructed on Nieblock at Harvey Road, but would be concerned if additional right-of-way would be taken from his property. The resident suggests all of the right-of-way be taken from the north side of Nieblock.

Since a turn lane on Nieblock is not being supported in this design concept (see Issue No. 3 above), the resident will not have excessive property setback issues on Nieblock Lane. Issue No. 2 above also finds that the right-of-way should be acquired on the north side of Nieblock Lane for the pedestrian path; therefore, impacts to this property's setbacks have been mitigated.

8. Are street lights on Harvey Road going to be constructed (1 comment).

One of the residents on Nieblock Lane asked if street lights were going to be installed for the entire project.

Based on staff's discussions with the City, and as reflected in the project scope and budget, the only street lighting for the project will be at the intersections that will have school crosswalks (Nieblock Lane, Morse Avenue, and Scott Avenue). Street lights at the school crossings were requested by the City and School District in order to improve safety for pedestrians and motorists. The City will provide the long-term costs to provide energy and maintenance for the intersection lighting. No other corridor lighting is planned or budgeted.

9. No left turn lane on Harvey Road at Nieblock Lane should be provided, instead, a signal should be provided (1 comment).

One nearby resident feels that left turn lanes on Harvey Road are not warranted, but feels that a traffic signal would be better.

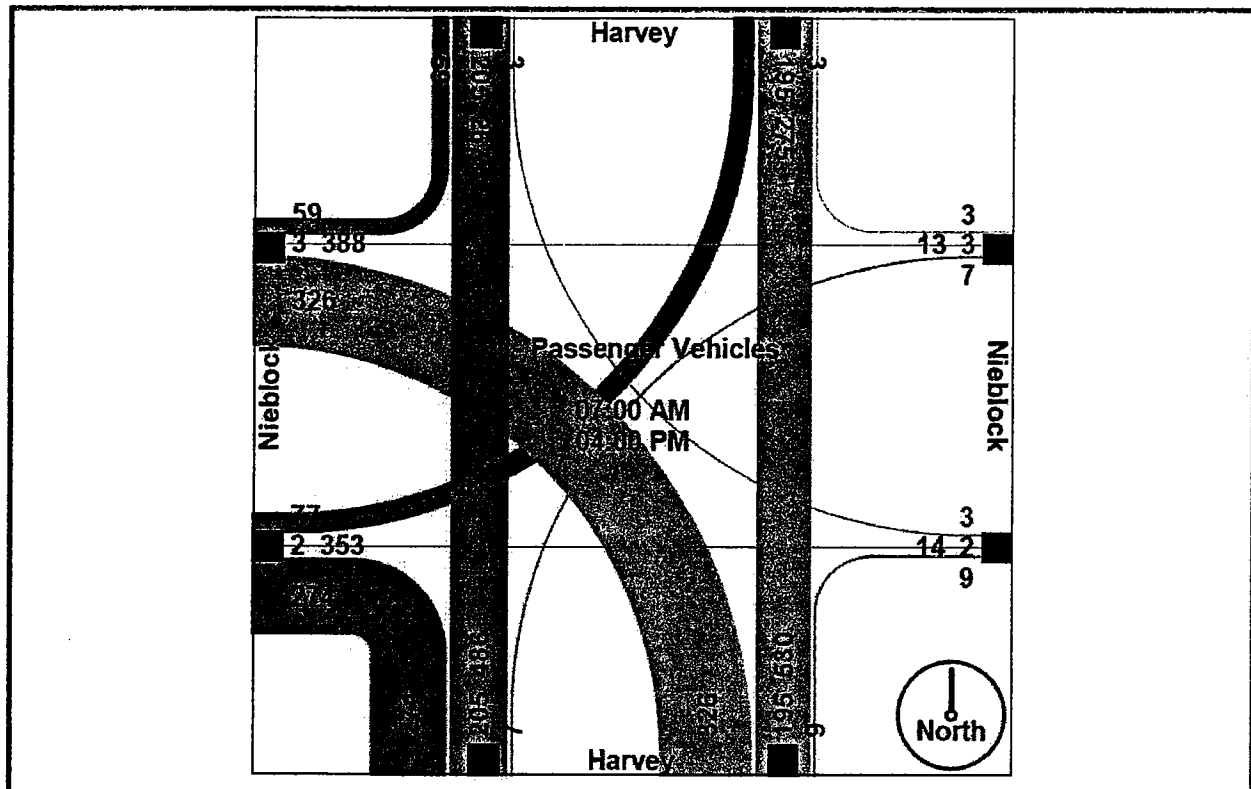
EXHIBIT A

A turning movement study was conducted by the Traffic Engineering Section on Monday, September 10th at the intersection of Harvey & Nieblock from 7 am to 4 pm.

This study provided the following data:

- There were 3 (15 minute) peaks in traffic volumes during the 9 hour study
 - 8:15 am intersection total of 144 vehicles
 - 12:15 pm intersection total of 65 vehicles
 - 3:30 pm intersection total of 95 vehicles
- The major flows were on Harvey Road south of Nieblock and on Nieblock west of Harvey Road.
- Left Turn Lane Warrants were met for Harvey Road northbound at Nieblock Lane due to peak approach and opposing traffic volumes of 273 vehicles, of which 156 were making a left turn onto Nieblock Lane westbound
- 24 hour traffic counts for the intersection were as follows:
 - Nieblock east of Harvey (75 vehicles)
 - Nieblock west of Harvey (1136 vehicles)
 - Harvey south of Nieblock (1209 vehicles)
 - Harvey north of Nieblock (1164 vehicles)

Traffic signal warrants from the Manual on Uniform Traffic Control Devices (MUTCD) were not met due to insufficient volumes at intersection.



The Roads Advisory Committee supports staff's recommendation of installing left turn lanes on Harvey Road at Nieblock Lane, and also supports the findings to not construct a signal due to MUTCD signal warrants not being met.

EXHIBIT A

10. Speed limits on Harvey Road (3 comments).

One resident felt that the section of Harvey Rd. from Hwy. 99 to Auburn Lane should be 45 mph and the section between Auburn Lane to Hillegas Avenue should be 35 mph. Another resident felt the entire project should be posted at 25 mph. A third resident says to lower the posted speed limit further north.

Lane County cannot modify the speed zones on Harvey Road, as the State of Oregon sets speed zones. A speed zone study will be conducted after completion of the project. The County will request the existing speed zone be expanded to the north beyond Auburn Lane, to include the new housing project. The study will provide the data needed to determine if the posted speed should be changed from the existing 45 mph speed zone.

11. Will the home owners in the new development across from Foster Farms be assessed? (1 comment)

As stated in the Intergovernmental Agreement (IGA) between the City and the County, the City has been collecting funds from new developers such as this subdivision and said funds are to be given to the County as payment towards the City's share (\$300,000) for the road portion of the project. Based on this, it is the Committee's understanding that owners occupying subdivisions who have paid will not be assessed for curb, gutter and sidewalk.

12. What measures are in place for compensation to landowners for the lost of trees/shrubs and property? (1 comment)

Under the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies act of 1970 and parallel Oregon Law, all offers to purchase property required for public projects by public agencies having the power of condemnation must be based on an appraisal or a written statement detailing the basis for the offer. Payment is based on the theory that the owner is to receive "Just Compensation" for the land acquired including payment for the land based on fair market value, the loss of improvements within the area acquired, and damages, if any, to the remainder property caused by the acquisition of the part taken and the construction of the project in the manner proposed.

Improvements are valued based on their contribution to total property value, which is not necessarily the cost to replace them with like items. Fencing is usually compensated for based on replacement value on the theory that the loss of part of the fencing renders the remainder of the fencing useless. Small trees and shrubs are usually valued more nearly at their replacement cost, but larger trees are not, because large trees are not generally available for replacement and the cost of large tree replacement is usually in excess of what it would contribute to overall property value.

No compensation is provided for trees, shrubs and other improvements located within the existing public right of way.

Findings in Support of the Design Concept

1. The recommended typical section is adequate to accommodate the anticipated traffic volumes and alternative modes within this section of Creswell. The existing Average Daily Traffic (ADT) on the roadway is approximately 2,000 vehicles. A northbound and southbound left turn lane at Nieblock Lane will improve safety and accessibility for travel to the high school.

EXHIBIT A

2. Construction of curbside sidewalks and dedicated on-street bike lanes will provide pedestrians and bicyclists with a safe walking and riding environment. School crossings will be incorporated where necessary to provide safer crossings of Harvey Road.
3. The alignment of the proposed Harvey Road project will generally follow the existing centerline.
4. At intersections, the alignment of the existing side streets with Harvey Road will not change, except at Nieblock Lane where it will shift to the north. Also, side streets will not be improved with curbs, gutters and sidewalks; but the project improvements on Harvey Road will wrap around and match the existing side roadway.
5. Nieblock Lane is a 2-lane rural roadway without shoulders. Full urban Improvements were not in the scope or budget of this project, but the proposed pedestrian walkway seeks to serve as an interim improvement to provide safer passage to the school. As property is annexed and developed in the future, improvements will be required by Creswell and installed by developers. Although there is some peak delay on Nieblock Lane at Harvey Road caused by vehicles leaving the high school at noon, end of school, or at sports events, the overall traffic volumes do not justify a separate turn lane. **The proposal to install a pedestrian walkway will be contingent on utilities being either relocated or protected due to clear zone issues.**
6. The current right-of-way width on Harvey Road is mostly 60 feet. Additional right-of-way will be required for sidewalk and handicap ramp areas at intersections. Up to around 5 feet of right-of-way or slope easement on each side of the street may be needed at the locations where turn lanes and tapers are to be constructed. The final width of right-of-way or easement will be determined during the design process, and will also need to take into account space for utility relocations and storm sewer outfall modifications. On Nieblock Lane additional right-of-way will be necessary to allow room to construct the pedestrian path and move utilities to provide adequate clear zone.
7. Environmental Impact Consideration - The project is a reconstruction of the existing roadway with no significant change in road alignment. Storm water will be channeled to a closed storm water system designed to current standards, and the existing City storm drainage outfall to Camas Swale Creek will be used. The Engineering Division's environmental specialists will ensure that all required permits are obtained and complied with.
8. Any remaining portions of Harvey Road not already surrendered will be surrendered to the City of Creswell after construction of the project and will become city street.
9. The existing Harvey Road is characterized as an urban two-lane roadway with two 12-foot wide travel lanes with little or no shoulder and roadside ditches on both sides. Bicyclists have to ride in the travel lane and pedestrians typically use the gravel area just off of the pavement edge for travel. The growing bicyclist and pedestrian demand and the existing conditions justify the reconstruction project.
10. Harvey Road is inside the Creswell Urban Growth Boundary. Pursuant to Lane Code 15.700, road improvements within a city UGB require applying urban design standards that include curbs, gutters, and sidewalk improvements and provision of marked bike lanes. Curbs and gutters will serve as drainage control, roadway edge delineation, right-of-way reduction, aesthetics, delineation of pedestrian walkways, reduction of maintenance operations and assistance in orderly roadside development.

EXHIBIT A

11. Provision of bike lanes and sidewalks on Harvey Road in the project area is consistent with the adopted goals and policies of the County Transportation System Plan (TSP), Transportation System Plan of the City of Creswell and Lane County Road Design Standards. The proposal is also in conformance with the Transportation Planning Rule (TPR) of the Oregon Administrative Rules (OAR 660-12). The TPR requires the County to plan for alternative modes in order to avoid principal reliance on any one mode of transportation. The proposed bike lanes and sidewalks will promote use of alternate modes of transportation in the project area.

12. A design exception is needed for the use of an extruded curb on Nieblock Lane to separate the pedestrian path from the travel lanes. Lane Code 15.702 (12) (d) (iii) states "Extruded curbs shall only be used for drainage control and not as separation for vehicles and pedestrians".

Attachments:

Attachment 1 - January 2007 Public Comments and August 29, 2007 Public Hearing Comments plus Written Comments received by the September 14, 2007 deadline

Attachment 2 - Advertisements, Memorandums sent to RAC and notices to interested parties

Attachment 3 – RAC Minutes of 8-29-07

Attachment 4 – Letter of Comment, 30 day Comment Period

ATTACHMENT 1

January 2007 Public Comments and August 29, 2007 Public Hearing Comments

COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public hearing or no later than Friday September 14, 2007 to Bill Andersen, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6962.



PROJECT: Harvey Road (M.P. 0.86 to M.P. 1.44)
Improvement Project

Name

Jerral Terry

Address

Mailing Address

Phone

Support

☐

Support with
conditions
(please explain in
Comments section)

☐

Do Not
Support
(please explain in
Comments section)

☒

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

Comments:

A Left Turn Lane on Harvey is an overkill. Traffic issues are primarily from vehicles exiting Nicblock on to Harvey. Entry to Nicblock ~~and~~ flows smoothly. Has anyone actually watched the traffic flow?

Bikes are not largely used by High

(continue on back)

Page 1 of 2

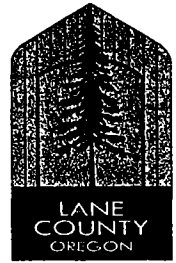
Page 2 of 2

Israel Terry
33419 Nieblock

As stated, my property is not within the city limits, yet these folks (that do not represent me) are putting demands on my use of the property.

COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public hearing or no later than Friday September 14, 2007 to Bill Andersen, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6962.



PROJECT: Harvey Road (M.P. 0.86 to M.P. 1.44)
Improvement Project

Name

Robert C. Koczan

Address

Mailing Address

Phone

Support

☐

Support with
conditions
(please explain in
Comments section)

☒

Do Not
Support
(please explain in
Comments section)

☐

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

Comments:

Extend Roadway North 5th Street.
And widen on West side of Street
in 400 Block To Scott Alley
up Grade Drainage. This will
Transition roadway safely for
Transportation, Bicycles & pedestrians.
I would consider A reasonable cost if
Curbs, Gutter And Sidewalk is included.
not For Road improvements Only. (continue on back)

ANDERSEN Bill

From: Mark Schibler [PaveTen@centurytel.net]
Sent: Tuesday, August 28, 2007 11:13 PM
To: ANDERSEN Bill
Subject: Harvey Road - Creswell

If you have not already addressed the speed limits on an improved Harvey Rd, I would like to suggest a 45 mph speed limit on Harvey Rd from Hwy 99 west/south bound to Auburn Ln. , thence reducing to 35 mph to Hillegas where it approximately now becomes 25 mph. The number of new residences with the associated residents have greatly increased the traffic on Harvey Rd with several new streets where these residents are entering Harvey Rd or exiting Harvey Rd and impeding traffic traveling at 45 - 55 mph. The above proposed speed zones would significantly reduce the potential for accidents. Thank You.

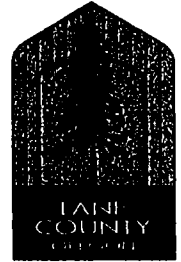
Mark Schibler
1145 Cedar Pl
Creswell, OR 97426
895-4660

8/29/2007

8/28/07
Phone Log

COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public hearing or no later than Friday September 14, 2007 to Bill Andersen, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6962.



PROJECT: Harvey Road (M.P. 0.86 to M.P. 1.44)
Improvement Project

Name Joel Higdon
Address _____
Mailing Address _____
Phone _____

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

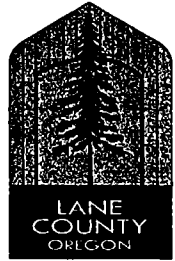
Comments:

Wanted to confirm red path on south side of
Nieblock Lane.
Had question about stop sign on Nieblock Lane @ Willis St.
and yield sign. Referred to Ed C.

(continue on back)

COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public hearing or no later than Friday September 14, 2007 to Bill Andersen, at Lane County Public Works Dept., 3040 N. Delta Hwy., Eugene, OR 97408-1696. For more information, call (541) 682-6962.



PROJECT: Harvey Road (M.P. 0.86 to M.P. 1.44)
Improvement Project

Name Roland Smith

Address _____

Mailing Address _____

Phone _____

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

Support

☒

Support with
conditions

(please explain in
Comments section)

☐

Do Not
Support

(please explain in
Comments section)

☐

Comments:

Will the home owners in the new
development across from Foster Farms be
assessed for the improvement on Harvey Rd

(continue on back)

Lane County Public Works & City of Creswell,
 My wife and I live at 455 Nth 5th
 St. in Creswell, phone 895-5650

Former County Address 555 Nth 5th St.
 I wish to express my views on
 The Harvey Road Project as follows,
 This is a very busy road with a lot
 of Traffic! Semi-Trucks, Schoolbuses,
 Cars and a lot of bicyclists & pedestrians.

I believe the project is a good
 upgrade to the current road with
 one big objection, SAFETY!

Creating a Super-wide roadway
 with Bike lanes, sidewalks is
 great until you hit Scott Avenue
 and becomes North 5th Street.

Here you have a narrow road,
 with ditches, no fog lines or
 sidewalks.

I have been calling the City
 of Creswell for two years, about
 the narrow roadway, the asphalt
 breaking off, vehicles riding the
 edge of the asphalt into the
 ditch, on 4-19-07 the city
 was called about this. On 4-24-07
 I was in the front yard and
 continued

A young boy walking heading South on Nth 5th Street.

Stepped on the Street Edge And the Asphalt Broke off!

He Fell head First into The Ditch! He hurt his right knee. He refused help And hobbled home.

I TALKED TO MARK Shives who sent Roy And A worker To EXamine Road.

They Agreed There was A problem. And would be put on their priority list. ITS AUGUST & Well, The Asphalt breakage is A lot worse than in April!

We have A lot of Children in The Area who walk From The Grade School & Highschool Field past 6th St down my Alley And up North 5th Street To harvey.

I have seen bicyclists Fall into The ditch As well.

I Fully expect Any day To have A car upside down in my Front yard or hit The power pole.

Continued

3,

Then there is The Ditch Drainage.
We're in a low spot. The normal
Rains we receive runoff from
GilFrey onto North 5th To The Alley.
Also From The Storm Drain into
the ditch From GilFrey.

IT Floods The Alley Almost
To our Foundation At Times.

And Totally Floods our Neighbors
Front yard At 5th & Scott Avenue.

I have repeatedly called The City
To At least Clean out The drain
pipe under Scott Avenue To No Avail!

The main Thing is This?

Bring The road down HALF A block
on North 5th To Alley And let
it Blend in without a bottleneck.

extend your Storm drain And Fill
The ditch. Don't make drainage worse,
MAKE The Road SAFE For Traffic,
Bicycleists And pedestrians.

Don't Create A more Dangerous
SITUATION Because of Improvements.

Phone

Sincerely Robert & Shirley Hansen

8-28-2007

455 Nth 5th Street, View SW

View of Nth 5th Street To Harvey Road



View of Nth 5th Street
Gil Frey To Scott & Harvey Road



↗ Drains North
From Gil Frey.

ATTACHMENT 2

Advertisements, Memorandums sent
to RAC and notices to interested
parties



Lane County Public Works Department

**To: FAYE STEWART
BILL DWYER
BILL FLEENOR
BOBBY GREEN
PETER SORENSON
BILL VAN VACTOR
OLLIE SNOWDEN
SONNY CHICKERING
TOM STINCHFIELD
FRANK SIMAS
AMBER FOSSEN**

From: BILL MORGAN, DESIGN ENGINEER

A handwritten signature in black ink, appearing to be "Bill Morgan", written over the printed name.

Subject: Harvey Road Public Hearing

Date: 8/15/2007

This letter was mailed to property owners and interested parties to notify them of an upcoming public hearing to discuss proposed improvements to Harvey Road in Creswell.

An Open House was held back in January of 2007, and in general the public, City of Creswell, and the Creswell School District are in support of this project.

The Roads Advisory Committee will hold a public hearing at 7 pm on August 29, 2007 in the Goodson Room to gather testimony on the project in anticipation of the Board adopting a design concept.

Please let me know if you have any questions.

Attachment: Letter



Lane County Public Works Department

August 15, 2007

**Subject: Harvey Road Improvements (M.P. 0.86 to M.P. 1.44)
Urban Growth Boundary to Scott Avenue**

To Interested Citizens and Residents:

This letter is a follow-up to an invitation we sent to you in January 2007, when an open house was held at City Hall to first discuss this reconstruction project. Since then we have reviewed the comments we have received to date, have met with the City of Creswell and the School District to finalize our proposed design concept, and are now ready to get your comments in an upcoming public hearing.

Project Scope

In general, the project proposes to install curb, gutter, bike lanes and sidewalks along both sides of Harvey Road from Scott Avenue to the Urban Growth Boundary near Auburn Lane. The road will remain two lanes, with the exception of a left turn lane at Neiblock Lane. Water lines will be replaced and a piped storm drainage system will be installed.

Project Budget and Schedule

The cost of the project is estimated at around \$2.64 million. Of this, the County would contribute \$1.65 million and the City of Creswell would contribute \$990,000 through development fees and water replacement funds. At this point, the ability of the County to fund the project has not been resolved, due to the uncertainty in Federal Secure Rural School (SRS) funding. The Board of County Commissioners is scheduled to meet in September to further discuss project funding. If funding is secured, the project would likely go to construction in the summer of 2008.

Public Input Process

The Lane County Roads Advisory Committee (RAC) will be holding a public hearing and getting your input before forwarding a recommendation to the Board later this fall. The public hearing will take place at the following time and location:

Wednesday, August 29, 2007 – 7:00 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. There will be a short presentation before the public hearing opens, and the public record will remain open until September 14, 2007.

Written comments may be sent or emailed to:

Bill Andersen, Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR
97408 or
bill.andersen@co.lane.or.us.

All comments need to be received in writing by September 14th, 2007 so that staff can evaluate them for the final design concept.

Once we obtain all of the public information and feedback, the Roads Advisory Committee will approve a final design concept (likely on September 26th). This design concept will then be sent to residents adjacent to the project and any interested parties for a 30-day review and comment period. If no major issues are brought up, the adoption of the design concept by the Board of Commissioners will be scheduled in early November 2007, which will then authorize Lane County Public Works staff to proceed with the project.

As you can see, there are plenty of opportunities for you to comment on this project. If you need more information or have any questions, please contact me at (541) 682-6962.

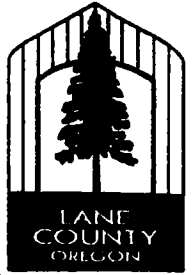
Sincerely,



Bill Andersen
Project Leader

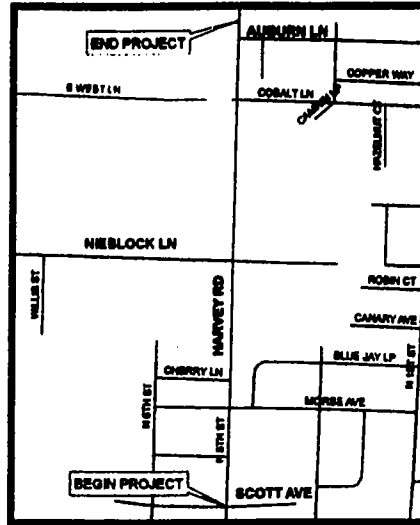
Harvey Road

(Scott Avenue to North of West Lane [City Limit])



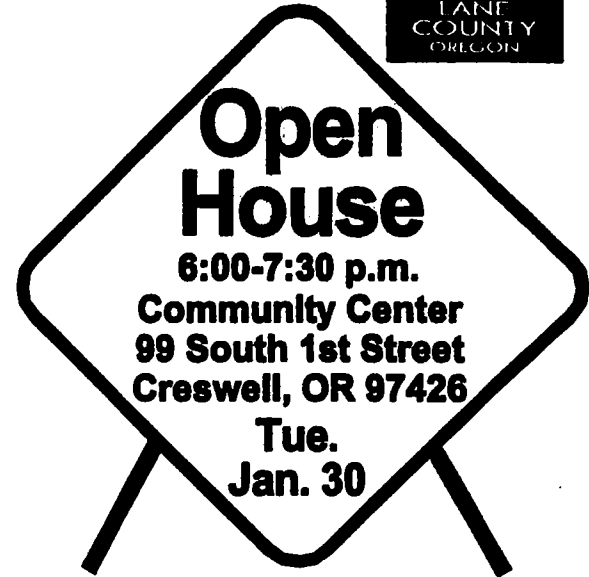
General Information

- A capital project funded by Lane County's Capital Improvement Program (CIP) with local matching funds from the City of Creswell.
- The project proposes to upgrade the road to urban standards, including two travel lanes, bike lanes, and sidewalk. A left turn lane is proposed at Nieblock Lane.
- The project is in the public input phase; this is your opportunity to attend the public meetings and help shape its development.
- Lane County and Creswell Staff will be present to answer questions about the project.
- If approved by the Board of Commissioners, construction will begin during the summer of 2008.



Open House Format

- An informal opportunity to review and discuss the proposal with County staff. A formal public hearing is tentatively scheduled for late February, 2007.



For more information contact Mike Pattle, CIP Coordinator, 541-682-6949. Lane County Public Works, 3040 N. Delta Hwy., Eugene, OR 97408 Or e-mail, mike.pattle@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
Harvey Road.



Information Sheet

Harvey Road Improvement Project

Scott Avenue to North of West Lane (City Limit)

Open House

Lane County Public Works & City of Creswell
Community Center
99 South 1st Street, Creswell, Oregon 97426
January 30, 2007
6:00 p.m. to 7:30 p.m.

- **Open House Format**

Lane County Public Works is holding an informal Open House to discuss the proposed Harvey Road Project scheduled for construction during the summer of 2008¹. Lane County and City of Creswell Staff will be present at the Community Center to provide you with information regarding the project. This open house is also an opportunity for area residents to offer constructive ideas for project development.

Please sign-in using the comment sheet so that we can send you project information in the future.

- **Purpose of the Open House**

The purpose of this Open House is to introduce Lane County's proposed improvement project to property owners, interested parties and agencies in an informal setting. We will have some preliminary drawings showing design concepts for the project. This will be your opportunity to share your comments, concerns and ideas which can be evaluated in the project design stage. This open house is also in preparation for a separate public hearing that is *tentatively* scheduled for late February, 2007. See section on Process below for more details.

- **General Information**

Harvey Road is a Collector Road in both the County and City of Creswell Transportation System Plans. The project covers a portion of Harvey Road within the Urban Growth Boundary, from Scott Ave. to the Urban Growth Boundary (UGB), and incorporates sections of roadway that are within each government's jurisdiction. A recent traffic count found that about 2000 vehicles per day use this

¹ It is important to note that the project schedule could be affected by recent budget constraints Lane County is experiencing.

section of Harvey Road. City of Creswell and Creswell School District officials met with Lane County staff and County Commissioner Faye Stewart in the fall of 2005 and expressed concerns about school crossings, pedestrian safety in general, new residential construction along the road, and the need for sidewalks on this section of Harvey Road. School crossing markings and signs were added at the Harvey Road/Morse Street intersection as a short-term response to the safety concerns. County staff agreed to investigate the feasibility of a construction project at that time.

In the winter of 2006, city and school district officials requested project funding at county public hearings on the Capital Improvement Program (CIP). The CIP adopted by the Board of Commissioners on May 17, 2006 added Harvey Road, Hillegas Avenue to the UGB (north of West Lane), as a general construction project for 2008. The City of Creswell has expressed interest in extending the project inside the city to Scott Avenue. An Intergovernmental Agreement will be signed between the City and County to formalize funding and project management issues. The road will be maintained by the City after completion of the project.

- **Design Elements**

Major elements of the proposed construction project include:

- A two-lane urban roadway with curb, gutter and sidewalk on both sides of Harvey Road.
- A left turn lane on Harvey Road at Nieblock Lane to facilitate traffic to the High School.
- Additional school crossing improvements to be evaluated at Morse St. and Nieblock Lane
- Striped bike lanes on both sides of Harvey Road.
- Piped storm drainage system with possible open ditch on the west side of Harvey Road, north of Nieblock Lane.
- Per request of the school district, a pedestrian path on Nieblock Lane from Harvey Road to the school driveway.

Sidewalks, curbs, gutters, and bike lanes are required design elements for County projects on collector roadways in urban areas. These standards are found in Lane Code and are supported by policies in the Lane County Transportation System Plan (TSP).

The proposed typical roadway sections and area map are attached.

- **Property Acquisition**

Based on preliminary design work, the basic proposal for a two-lane urban street with bike lanes and sidewalks appears to fit within the existing right-of-way (60 feet wide) with the following exceptions that may require additional property acquisition:

- Small areas behind sidewalk and curb ramps at intersections.
- The opposing left turn lanes and associated street widening on Harvey Road at Nieblock Lane.
- Storm drainage facilities may require easements or acquisitions.

- Temporary construction easements, or permits of entry, may be needed to reconnect existing driveways to the new roadway.
- Additional right-of-way on Nieblock Lane for a pedestrian walkway for the school.

- **Finance and Property Assessments**

Currently Lane County has programmed \$1,650,000 for construction and \$165,000 for Right of Way with reimbursement from local matching funds from the City of Creswell in the amount of \$300,000.

Lane Code requires assessment of the costs associated with curbs, gutters, driveways and sidewalk improvements to abutting property owners. The amount of the assessment would be based on actual construction costs of the improvement on a front footage basis. The exact numbers for assessment will be determined based on which jurisdiction will be levying assessments. At this point, we expect that the project will be assessed under Lane Code. The Creswell City Council will have to authorize County assessments to property owners inside the city limits if they are part of the project. Final assessments are levied against abutting properties after completion of the project. If you would like more information about assessments, please contact the Lane County Public Works Right-of-Way Management Section at 682-6980.

- **Process**

Today's open house is your first opportunity to become acquainted with the project and ask questions about the general scope of work. A public hearing will be scheduled in the near future where citizens get to provide formal written or oral testimony. After that hearing, comments received will be organized and presented to the Lane County Roads Advisory Committee (RAC) along with staff recommendations 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. Once the Board of County Commissioners approves the project, land acquisition and design work will begin.

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

Please use the form provided at this open house to make comments. We would like to hear your comments, concerns and ideas. Your comments can be sent to us by mail in the following address:

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

Or, you may send your comments or questions electronically to the following email address: mike.pattie@co.lane.or.us

- **Notification**

For this Open House, we have sent postcards to a large number of residents in Creswell who potentially use Harvey Road and North 5th Street. If you request your name to be on the mailing list or live within near proximity of the project, you will be notified of any actions or recommendations regarding the proposed project. It is our intent to send project information to property owners or residents impacted by the project.

Frequently Asked Questions

- **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 2008. Projects in the CIP are funded by the County's Road Fund. Revenue for the Road Fund comes primarily from Highway Fund Transfers and Federal Timber Receipts. No property taxes go to the Road Fund. These percentages, and funding for the County's portion of this project, may change considerably based on future congressional reauthorization of the Secure Rural Schools Act. This legislation guaranteed minimum payments to the County due to reduced timber harvest on national forest lands. If the Act or similar legislation to continue the payment of timber receipts to the Lane County Road Fund is not resolved by this Spring, this project could be cancelled by the Board of County Commissioners. The City of Creswell is also contributing \$300,000 in the form of Developer's Contributions to help off-set construction cost.

- **What about impacts to wetland?**

We try to avoid wetlands if possible. The Harvey Road corridor is already established and it is inside the urban growth boundary. We anticipate minimal impact on natural drainage and or environmentally sensitive areas. Lane County will obtain any permits needed to comply with all regulatory rules.

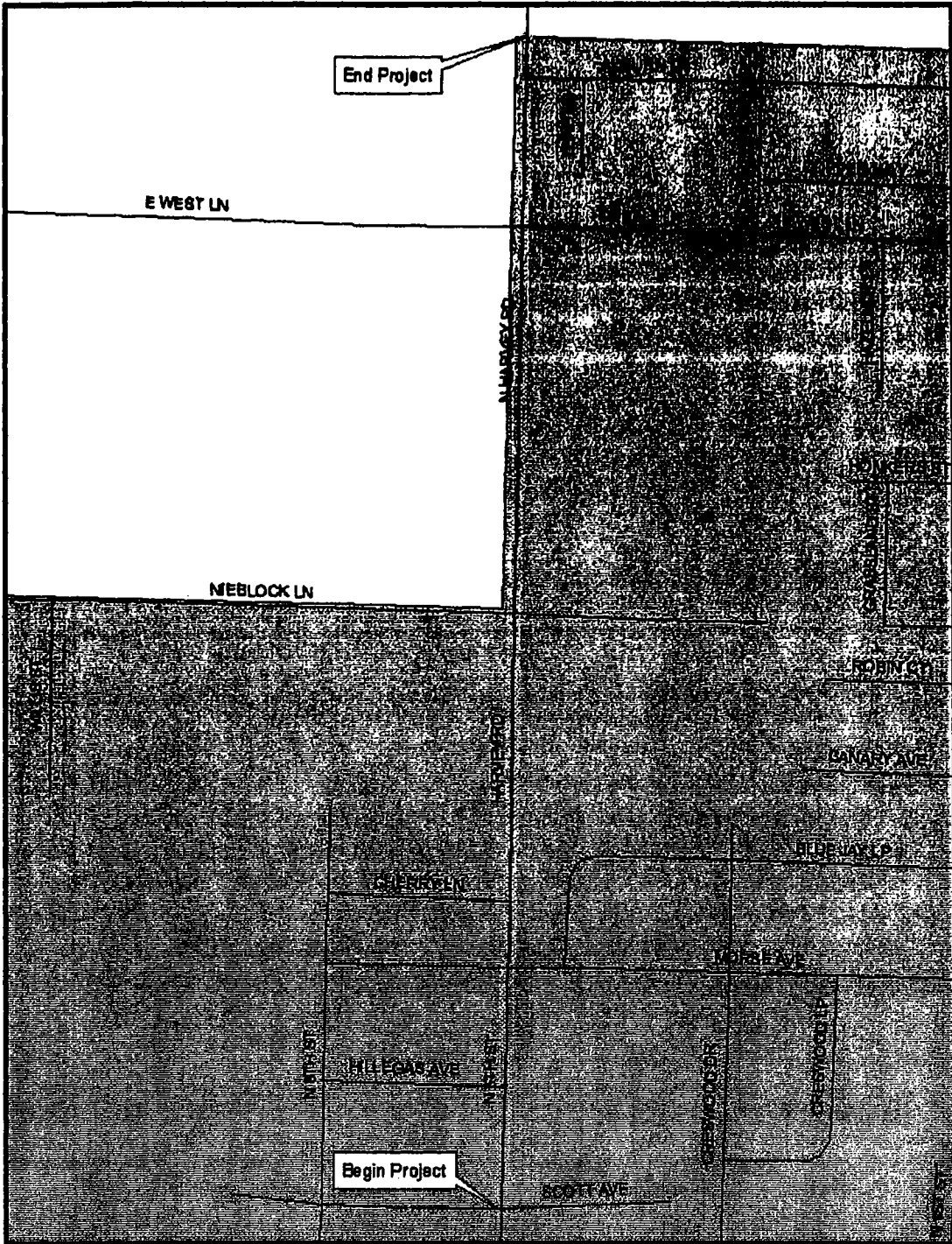
- **What about acquiring private property?**

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 Management 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 Right-of-Way Management Section at 682-6980 or speak to Public Works Staff this evening.

- **How long does construction last?**

Utility relocation may start in the summer of 2007 in anticipation of the road improvements. Actual road construction may start in April of 2008 if the weather permits. Major construction should be completed by late November of 2008 or before.

Harvey Road Urban Improvement Project



Project Area Map

Harvey Road Urban Improvement Project

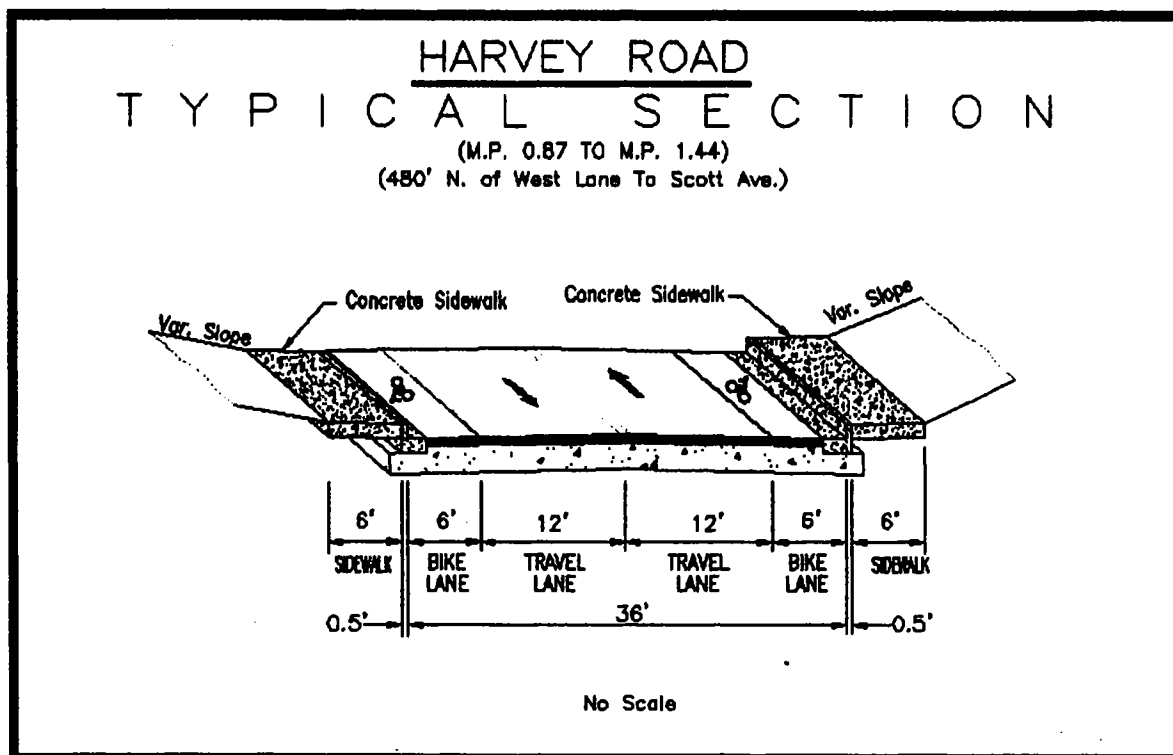


Figure 1-Typical Section 1

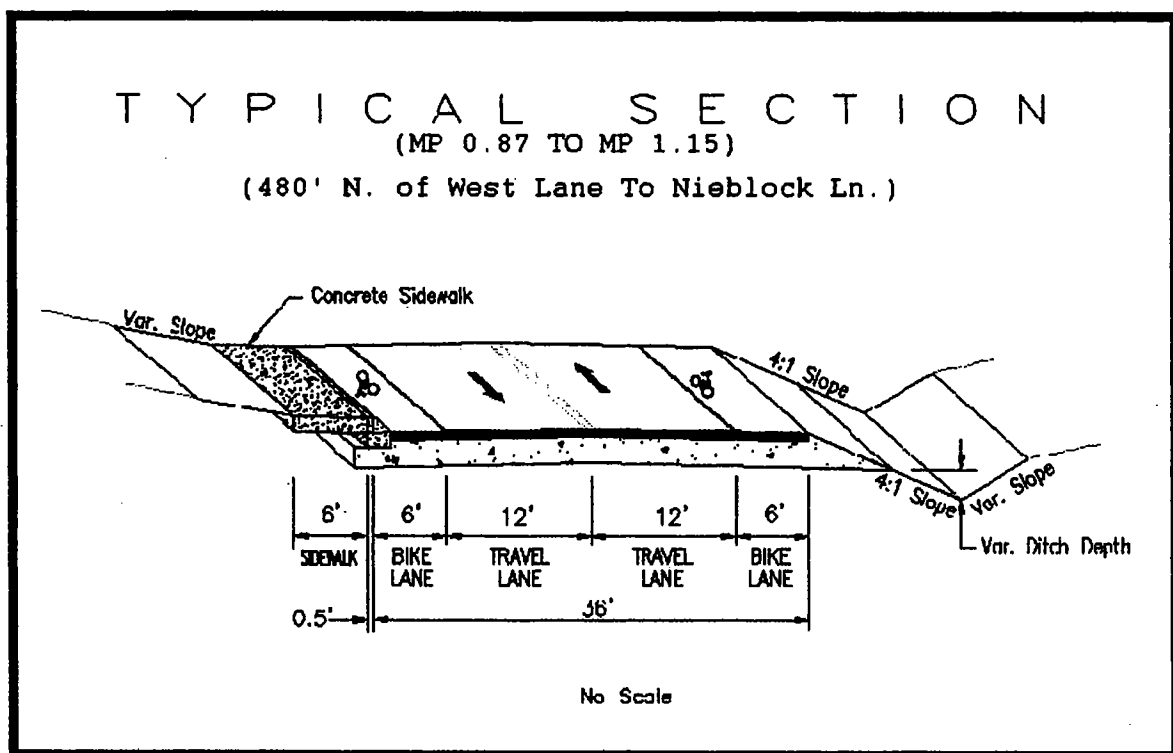


Figure 2- Optional Section

ATTACHMENT 3

RAC Minutes of August 29, 2007

ROADS ADVISORY COMMITTEE
August 29, 2007

MEMBERS PRESENT: John Anderson, George Goldstein, Jody Ogle, Tom Poage,
Jack Radabaugh, Karen Bodner

MEMBERS ABSENT: Rex Redmon

STAFF PRESENT: Ollie Snowden, Sonny Chickering, Bill Morgan, Bobby Green, Mike Russell, Christy Mosier

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

I. PUBLIC COMMENT – No public comment.

II. APPROVAL OF MINUTES

Motion: Anderson moved to approve the Minutes for June 27th, 2007 per Radabaugh's revision in VIII, under Motion. Radabaugh seconded. All present voted in favor, motion carried.

III. UPDATE: RESULTS FROM 7/25 BOARD MEETING TO CONSIDER DESIGNATION OF 13 PARKS AS ROADSIDE REST AREAS- Snowden said the Board went through with the order resulting in \$12,000 additional dollars to go towards the 13 designated rest areas.

IV. ORAL REPORT- TRANSPORTATION & FUNDING – Ollie Snowden:

- Senate Bill 808 – Snowden said effective this year through 2014, this bill permits Douglas and Lane Counties to use Timber Receipts to fund highway patrols on county roads. For FY7-08, the Board elected to allocate 15% of Road Fund Timber Receipts to Title II and Title III, as opposed to 20% in the past. This means an additional \$1.2 million that was not originally budgeted is now available for Road Fund use. This money will be used to fund the Sheriff's Traffic Team, allowing the same amount from citations to be directed to the general fund.
- Senate Bill 994 – Snowden said the Legislature redirected approximately \$56 million of the year-end ODOT Fund balance to counties to help offset the loss of Secure Rural Schools Funding. Lane County will get \$9.8 million in FY 08-09 to be used for projects. ODOT was not happy and said the money must come from its modernization program. Area Five is suggesting that the money come from the I-5/Beltline, I-5/Coburg, and Beltline-Coburg to River Road projects. If Congress extends SRS, Snowden opined that he thought the Legislature might take the money back.
- Secural Rural Schools Funding – Snowden reported that DeFazio has introduced a four-year, step-down SRS reauthorization identical to that introduced in the Senate by Wyden. A stand-alone bill will get vetoed by Bush, so DeFazio will look for spending bills to attach to. Snowden mentioned, again, that this is still just a step-down, phase-out plan and it will likely be November/December before Congress acts.
- Countywide Gas Tax – Snowden reported that we've been trying to set-up city meetings to consider a countywide gas tax. Snowden said Bill VanVactor's response is that the county should not lead this, but instead let the cities approach the county and ask that they implement a countywide tax. However, because Commissioner Stewart learned that the Petroleum Dealer Association will fight any local option tax over three cents per gallon, there seemed little point in pursuing a countywide tax at this time. Consequently, there will be no meetings scheduled with the cities on regional transportation funding. Commissioner Green confirmed Snowden's summary and added that they don't believe the public would receive this well, at this time, coming from the county.

V. COMMITTEE VACANCY UPDATE- Snowden apologized for any misunderstanding on the process of Karen's appointment.

VI. NEXT MEETING – September 26th, fourth Wednesday of the Month.

VII. OTHER BUSINESS

- Anderson asked Goldstein to speak to his email sent out to the group yesterday:
 - a) Goldstein explained his approach in reviewing materials like the public does and would like feedback from the group on using a standardized evaluation form with ratings in order to quantify projects. Goldstein said the current information on projects can be construed as subjective. Goldstein expressed concerns for not having a checks and balances system for projects. Poage responded to Goldstein that the committee has an impressive fact-based process they've used for ten years. Ogle supported Poage's response that the committee has a process that works well.
 - b) Goldstein suggested we have a "lesson learned" session after each project stating that sometimes the numbers don't match up on some of the projects we do and this will also help with a response on contentious projects. Poage responded that he himself visits projects after they are complete and that the committee has always been upfront with criticism at the committee level. Radabaugh said we had a rating system for giving county money to cities and it worked. Radabaugh agreed with Goldstein that he has never seen a very careful review of just the finance, showing before and after like an audit.
 - c) Goldstein stated the documents that were given to him [Bernhardt Heights project] show 600% cost overrun but what they're adding is the value of the county's own work, which typically isn't included in these projects. Goldstein said he's bothered by the amount of money that came from the maintenance budget. Goldstein thinks that the amount was so high that a flag should have gone up. Goldstein doesn't think we should be taking large portions of maintenance money to complete these construction projects. Goldstein added that the public may have a negative perception when they see \$2 million spent with the CIP showing a \$360K bid, but the final report says its actually twice that much (\$700K) and asked if the commissioners and county realize that the value of the work that the staff is putting into these projects? Goldstein added this is why he is nervous about how budgeting is done at the county. Goldstein asked Commissioner Green if this makes an impact on how the Board considers cutbacks and budgeting for these people? Green responded he would generally ask staff what happened when they got into the project because sometimes once you get the project underway there are some unforeseen things.
 - d) Goldstein added this is why he is also questioning errors and omissions in our reporting. Snowden interjects that this is not a budgeting issue; this is a programming issue and explained there is a capital budget and an operations budget. The capital budget includes construction, right-of-way purchases, and consulting costs. The operating budget includes engineering staff costs. The CIP is a capital project programming document. It includes only the cost of contracted work, and serves as the basis for the capital improvement lists that we are required to submit to the Bureau of Labor and Industries each year. The BOLI report is to identify the capital improvements programmed for this year and to indicate projects to be contracted out and not done by county forces. If we were to roll our anticipated engineering costs into the BOLI figures, it would be an over-representation of what we were contracting out. Snowden added that there were no budget irregularities. Goldstein asked if he was correct in the two-million dollar item he saw. Chickering responded that there are three items 1) actual construction contract for the new road, 2) Road Maintenance monies not in the capital budget to do some improvement of existing road, and 3) Engineering costs which would normally be along the percentages that Snowden mentioned, but because of our conflicts with one particular property, county costs were much higher as a percentage of the project, and therefore could be around the two-million amount Goldstein references. Snowden said what we do according to ORS is prepare a CIP list we submit to Bureau of Labor and Industries every year and we define what we are going to bid out and what we are going to do with county forces. Poage responded this project is a unique one, with a huge amount of problems and we spent thousands of dollars maintaining it every year. In the short term a lot of maintenance monies were used, but in the long-term we saved on a lot of maintenance.
 - e) Goldstein raised the other issue from his email regarding safety hazard of driving Berhardt Heights and the potential for head-on collision. Chickering replied that he has passed Goldstein's suggestions to our Traffic Engineer. Snowden commented that these kinds of improvements are discretionary decisions in the state of Oregon and that the design concept was approved by the Board. Snowden added that most of the time improvements are limited due to funding. Anderson stopped the discussion in order to begin public hearing.

- VIII. PUBLIC HEARING – Chair Anderson called the meeting to order at 7:05p.m. Anderson read script to public for the hearings of Deerhorn Road and Harvey Road, explaining how hearings are conducted and what to expect and that oral testimonies will be limited to three minutes.

- **Deerhorn Road Presentation** – Mike Russell began the presentation via PowerPoint with handouts at 7:08p.m. and finished at 7:27p.m. Russell reiterates that if the committee adopts the concept this evening, a 30-day comment period will begin, and if 50% of abiding property owners object in writing, it will trigger a hearing with the Board of County Commissioners. If this doesn't happen, it will be a regular Board item on the agenda and people can speak to the Board during public comment. Russell stated we hope to go to the Board at the end of October or beginning of November. Russell asked for staff questions.

Anderson opened the public hearing at 7:27p.m. with no public comment received.
Anderson closed the public hearing at 7:28 p.m.

Motion: Ogle moved to recommend to the Board of Commissioners proceeding with Deerhorn Road Chip Seal Option and clearing of the right of way for the project. Radabaugh seconded the vote. Radabaugh asked Chair Anderson to take a vote. All approved/motion carried.

- **Harvey Road Presentation** – Bill Morgan began the presentation on Harvey Road via PowerPoint with handouts at 7:35p.m. and finished at 7:50p.m. Morgan reiterated the process with the first record being left open until September 14, then fine-tuning the design concept, another 30 day public comment period, concluding with the Board of County Commissioners in November 2007. Morgan asked for staff questions.
 - Goldstein asked if we expect any issues in the line of sight at the egress/ingress of some of these properties. Morgan responded we don't have a lot of properties set close to the road, leaving a clear and clean driveway in comparison to other projects. Morgan added again, Nieblock is a little tricky because some folks want it widened and some want the impact away from their property. Morgan added that in most cases there is already enough Right of Way.
 - Radabaugh asked what the rules are for payments of assessments? Doug Freeman responded that property owners have four options –Oregon statutes says home owners have 15-20 days to respond to the assessments, with limitations including under the home rule, 2/3 of property owners have to object, under the ORS it's 50% of the property owners who own 50% of the frontage. Freeman said the Board usually goes with the more lenient of the two. Freeman said options for payment include payment up front, a bonded option allowing ten-year period to repay in semi-annual payments, deferrals for senior citizens, non-access deferrals, and large parcel deferral.
 - Bodner asked if these road construction costs are typical. Morgan responded that these are typical.

Anderson opened the public hearing at 8:05p.m.

- a) Robert Koczan: 455 North 5th Street, Creswell (formerly 555 N. 5th). His issue is where the project ends-by building a superhighway and having it end at Scott and 5th Street, which is narrow and broken with ditches at the side. Robert provided a binder with pictures and commentary to the committee. Robert had a lot of safety concerns.
- b) Ron Hansen: PO Box 276 Creswell, OR 97426 (acting City Administrator for Creswell) responded with city is looking at a local improvement project from Scott to A Street that should address Robert's concerns.

Anderson closed the public hearing adjourned the meeting at 8:10 p.m.

Christy Mosier
Transcribing Secretary

ATTACHMENT 4

Letter of Comment, 30 day Comment Period



Lane County Public Works Department

September 28, 2007

Subject: Harvey Road Improvements (M.P. 0.86 to M.P. 1.44)
Urban Growth Boundary to Scott Avenue

To Interested Citizens and Residents:

This letter is to inform you that the Lane County Roads Advisory Committee met on September 26, 2007 and is forwarding to the Board of County Commissioners the attached Recommended Design Concept and Findings for the Harvey Road Improvement Project.

This recommendation by the Roads Advisory Committee is being sent to property owners adjacent to the project for a 30-day review and comment period, which will close on October 26, 2007. If no major issues are brought up, the adoption of the design concept by the Board of Commissioners will be scheduled in early November 2007. The Board will also be reviewing the overall financial status of the Road Fund to see if the project can be constructed. This is due to the uncertainty of federal funds, further outlined in the background portion of the design concept.

We also want to remind you again that *Lane Code requires assessment of the costs associated with curbs, gutters, driveways and sidewalk improvements to abutting property owners*. The amount of the assessments will be based on actual construction costs of the improvement on a front footage basis. Costs on recent projects of similar size and scope have been approximately \$25 to \$30 per foot of frontage property.

The Creswell City Council will need to give Lane County the authority to assess property owners inside the City limits. Once this happens, Lane County will begin a process to inform each property owner of their estimated assessment. Final assessments are levied against abutting properties after completion of the project, estimated in the spring of 2009. There will be no assessment for drainage curb along Nieblock Lane, or for properties (Craig Estates and Hazelwood Terrace Subdivisions) along Harvey Road. The fore mentioned properties along Harvey Road have already paid for street improvements in advance to the City of Creswell.

If you have specific questions about assessments on this project, you are encouraged to call Frank Simas, Right-of-Way Manager for Lane County, at 682-6980.

Written comments regarding the Recommended Design Concept and Findings for the Harvey Road Improvement Project may be sent or emailed to:

Bill Andersen, Lane County Public Works
3040 N. Delta Highway
Eugene, OR 97408

EXHIBIT B

Right-of-Way Acquisition List

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
Harvey Road

Parcel Number	Tax Lot Information	Account Number	Name and Address
1411-25	19-03-14-22 TL #1400	0832756	JONES DELBERT & HELEN 446 N 5TH ST CRESWELL, OR 97426-
1411-26	19-03-14-22 TL #1300	0832731	RABERN CLINTON F & JEAN D 486 N 5TH ST CRESWELL, OR 97426-
1411-27	19-03-14-22 TL #4300	1181716	DONIVAN ZORAYDA L 419 N 5TH ST CRESWELL, OR 97426-
1411-28	19-03-14-22 TL #4400	1473972	KOCZAN ROBERT C & SHIRLEY A 555 N 5TH ST CRESWELL, OR 97426-
1411-29	19-03-14-22 TL #4500	0832889	WALKER ANA I 487 N 5TH ST CRESWELL, OR 97426-
1411-30	19-03-14-22 TL #5600	0832897	PERRYMAN TIP T & EVELYN 33515 SCOTT AVE CRESWELL, OR 97426-
1411-31	19-03-14-22 TL #5700	0832970	YATES, JOSHUA & JANNEVA 83239 NORTH 5TH STREET CRESWELL, OR 97426-
1411-32	19-03-14-22 TL #6300	0832988	ELLISON RICHARD E & BONNIE L 83252 N 5TH ST CRESWELL, OR 97426-
1411-33	19-03-14-22 TL #6400	0833069	BEARD KYLE A & MARCIA L 33500 MORSE AVE CRESWELL, OR 97426-

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
Harvey Road

Parcel Number	Tax Lot Information	Account Number	Name and Address
1411-34	19-03-14-22 TL #600	1236460	CLEMENT ROCHELLE M 514 N 5TH ST CRESWELL, OR 97426-
1411-35	19-03-14-22 TL #500	1236452	ANDERSON MICHAEL W & PENNY 524 N 5TH ST CRESWELL, OR 97426-
1411-36	19-03-14-22 TL #400	0832707	GRADLE JACK L & PENNY J 574 N 5TH ST CRESWELL, OR 97426-
1411-37	19-03-14-22 TL #300	4010730	DUNN BRIAN 83243 N 5TH ST CRESWELL, OR 97426-
1411-38	19-03-14-22 TL #200	0832699	O'LEARY, MATHEW T. & JANICE L. 83251 HARVEY ROAD CRESSWELL, OR 97426-
1411-39	19-03-14-22 TL #9200	1714573	WHITE CHRISTINE M 469 MORSE AVE CRESWELL, OR 97426-
1411-40	19-03-14-22 TL #9300	1714581	BLOSCH LARRY L & SANDRA K PO BOX 356 CRESWELL, OR 97426-
1411-41	19-03-14-22 TL #11300	1714789	ROWE KEVIN P. 488 BLUEJAY LOOP CRESWELL, OR 97426-
1411-42	19-03-14-22 TL #11200	1714771	RITTER TERRY W & SHANNON L 472 BLUE JAY LOOP CRESWELL, OR 97426-

Thursday, August 09, 2007

Page 2 of 8

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
Harvey Road

Parcel Number	Tax Lot Information	Account Number	Name and Address
1411-43	19-03-14-22 TL #11100	1714763	SCHEAR, REBEKAH M. & SCOTT R.
1411-44	19-03-14-22 TL #11000	1714755	ELICK GEORGE III & JOY L
1411-45	19-03-14-22 TL #10900	1714748	SCHROEDER CLINTON R & JULIE Y
1411-46	19-03-14-22 TL #7400	0833077	GOODELL HAROLD D & ELSA E
1411-47	19-03-14-22 TL #7600	1022779	BYERS DONALD H TE
1411-48	19-03-14-22 TL #7500	0833143	PINKHAM JOSHUA C & HANNAH L
1411-49	19-03-11-00 TL #6500	0831154	PETERS WANDA D
1411-50	19-03-11-00 TL #6501	0831162	TERRY JERREL D
1411-51	19-03-11-00 TL #4000	0830792	FOX ROBERT C TE

Thursday, August 09, 2007

Page 3 of 8

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
Harvey Road

Parcel Number	Tax Lot Information	Account Number	Name and Address
1411-52	19-03-11-00 TL #3901	0830784	LETSOM RONALD J & DANA J
1411-53	19-03-11-00 TL #3900	0830776	ZIEHR CLIFFORD W & CAROLYN L
1411-54	19-03-11-00 TL #3800	0830768	BROUGHER KEN
1411-55	19-03-11-00 TL #3801	1021151	TRAXTLE LYLE D & LOIS D
1411-56	19-03-10-00 TL #1800	0830107	FOSTER FOODS OF OREGON INC
1411-57	19-03-11-00 TL #6400	0831147	WHITTINGTON NORBOURN E & WIL
1411-58	19-03-11-00 TL #6300	0831121	FRESKE DAVID C & THELMA ANNE
1411-59	19-03-11-00 TL #4202	0830834	MARTIN DALE L & DIANNE C
1411-60	19-03-11-00 TL #4201	0830826	DOCKERY JEREMY W

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
Harvey Road

Parcel Number	Tax Lot Information	Account Number	Name and Address
1411-61	19-03-11-00 TL #4100	0830800	TAYLOR BEVERLY C & CALVIN
1411-62	19-03-11-00 TL #3403	1757135	KRIS JOHNSON CONSTRUCTION INC
1411-63	19-03-11-00 TL #3404	1757143	KRIS JOHNSON CONSTRUCTION INC
1411-64	19-03-11-00 TL #3400	0830701	KRIS JOHNSON CONSTRUCTION INC
1411-65	19-03-11-00 TL #3201	4136543	TOMMILA MARLENE
1411-66	19-03-11-31 TL #4800		CRONK GARY J
1411-67	19-03-11-00 TL #2700	0830594	PRECHTEL CHARMALEE 1-4
1411-68	19-03-11-00 TL #900	0830347	COOLEY MYRON B & ELLEN J
1411-70	19-03-11-00 TL #3000	0830644	WORK, DAMON

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
Harvey Road

Parcel Number	Tax Lot Information	Account Number	Name and Address
1411-71	19-03-11-00 TL #2999	0830636	STEPHENSON JOHN N & TERIE A
1411-72	19-03-11-00 TL #2900	0830628	OLSON DAVID W & JOYCE MARIE
1411-73	19-03-11-00 TL #2801	0830610	HUGHES SHERI M
1411-74	19-03-11-00 TL #2802	1025988	TRITT EMMETT H & BEVERLY J
1411-75	19-03-11-00 TL #2800	0830602	ZIMMER 12 LLC
1411-76	19-03-11-00 TL #800	0830321	TOWNE JAMES K
1411-77	19-03-11-00 TL #6503	0831188	BESWICK MAX & ARLEN R
1411-78	19-03-11-00 TL #6502	0831170	BESWICK MAX & ARLENE
1411-79	19-03-10-00 TL #2600	0830214	HOSKINS DOUGLAS A & PENNY J

Thursday, August 09, 2007

Page 6 of 8

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
Harvey Road

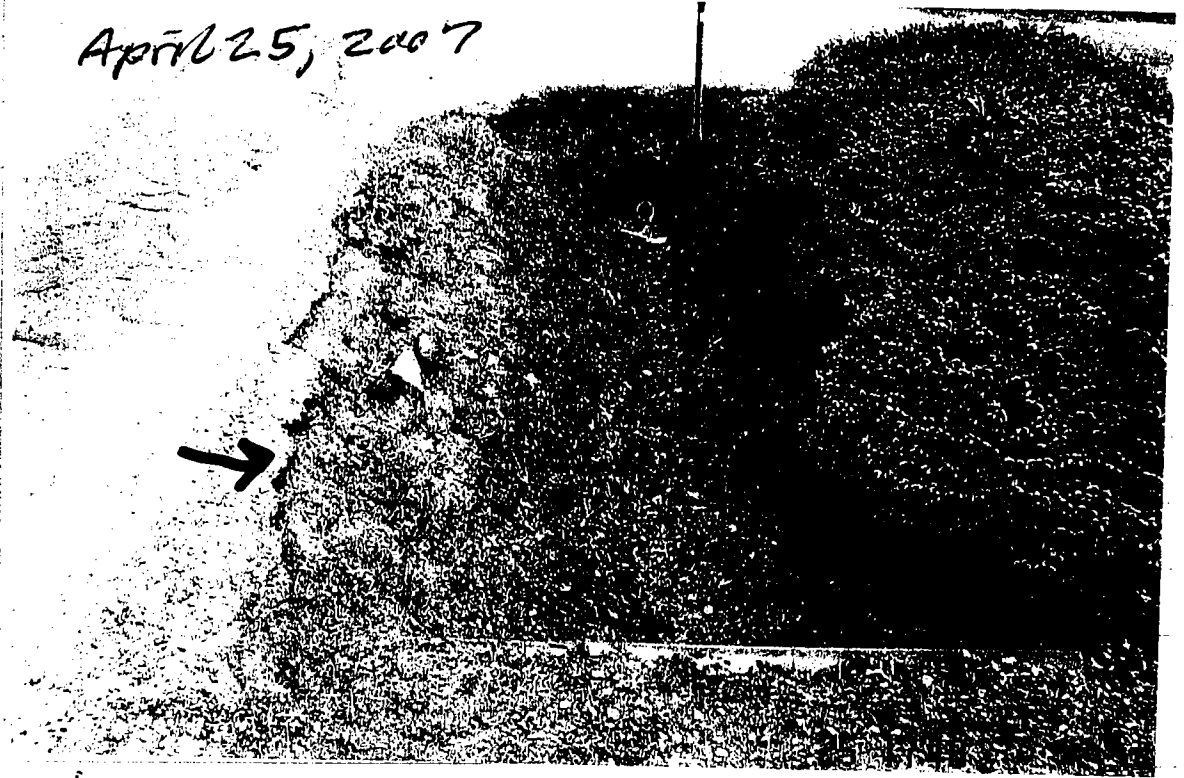
Parcel Number	Tax Lot Information	Account Number	Name and Address
1411-81	19-03-10-00 TL #2500	0830180	CHRISTIANSEN GARY L & JUDITH
1411-82	19-03-10-00 TL #2502	0830206	CRESWELL SCHOOL DISTRICT 40
1411-83	19-03-10-00 TL #2501	0830198	CRESWELL SCHOOL DISTRICT 40
1411-84	19-03-10-00 TL #2401	0830172	CRESWELL SCHOOL DISTRICT 40
1411-85	19-03-10-00 TL #2400	4152383	LEDBETTER ANNETTE
1411-86	19-03-10-00 TL #2000	0830123	GWYTHYR DOROTHEA
1411-87	19-03-10-00 TL #2100	0830131	MOORE SCOT A & MICHELE C
1411-88	19-03-10-00 TL #2200	4241111	HIGDON JOEL & LESLIE
1411-89	19-03-10-00 TL #2300	4010656	DELAPLAIN VERLE L & D A

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
Harvey Road

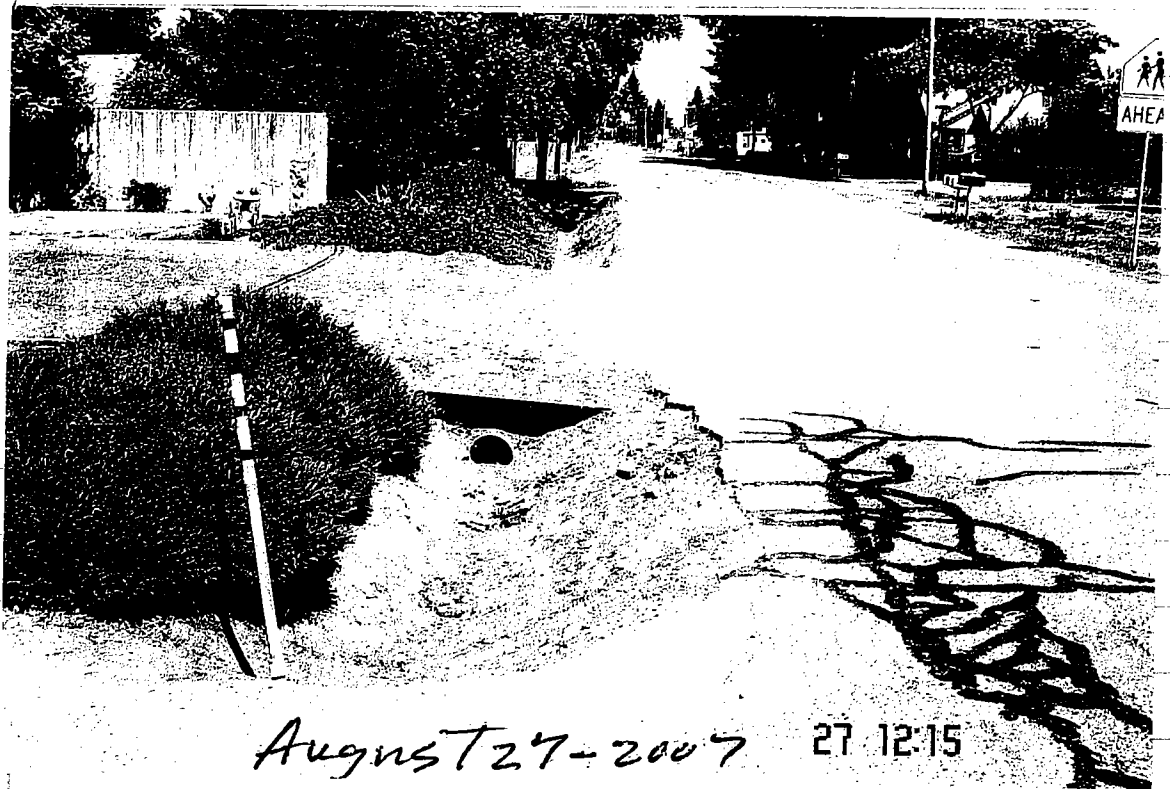
Parcel Number	Tax Lot Information	Account Number	Name and Address
1411-90	19-03-10-00 TL #1600	0830081	ELDREDGE GEROLD L & ROSE M
1411-91	19-03-10-00 TL #1100	0830024	GOODELL HAROLD & ELSA
1411-92	19-03-11-31 TL #4900	1776028	RAEBURN FRANK & CLARISSA
1411-93	19-03-11-31 TL #5000	1776036	SMITH ROLAND E & KATHIE J
1411-94	19-03-11-31 TL #5100	1776044	STARKEY ADAM M
1411-95	19-03-11-31 TL #5200	1776051	MINIUM, DENNIS R
1411-96	19-03-11-31 TL #5300	1776069	MINIUM, DENNIS R

455 N Th 5 Th Street, Creswell

April 25, 2007



where Boy Fell in April - 2007



August 27 - 2007 27 12:15

Same Property in August - 2007

455 nTH 5TH STREET CROSWELL
JANUARY RAIN FALL



SCOTT ALLEY BETWEEN NORTH 5TH & NORTH 6TH STREET.



JANUARY RAIN FALL!

Ditch 455th 5th Street

487th 5th Street

West Scott Avenue & Harvey Road

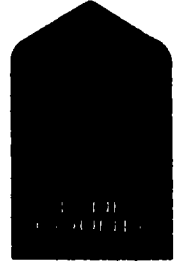
Drainage problem on 1th 5th Street
Under Scott Avenue.



IS THIS CITY OF Creswell
or Lane County Jurisdiction?

COMMENT SHEET

Instructions: **PRINT** legibly, the information requested below. **Read** and answer all questions appropriately. **Return** this comment sheet during today's public meeting or no later than Feb. 28, 2007 to Mike Pattie, CIP Coordinator, at Lane County Public Works Dept., 3040 N. Delta Hwy. Eugene, OR 97408-1696. For more information, call (541) 682-6949.



PROJECT:

Harvey Road Urban Improvement

Name Robert C. Koczan

Address

Mailing Address

Phone
Fax

- | | Support | Support with
conditions
(Please explain in
Comments
section) | Do Not
Support
(Please explain in
Comments section) |
|---|-------------------------------------|--|--|
| 1. In general, do you support the improvement of Harvey Road?
(Marking "Do Not Support" indicates support for "No-Build" design alternative) | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

Lower posted Speed Limit Further north.

Comments: Taper roadway From Scott Avenue
up 5th St. To Scott Alley on
West side of Street, this will
provide additional road width and
less of a Bottleneck of roadway
Transition - real Safety issue
Due To Ditch's
Over

I would definitely consider
paying a reasonable cost
to upgrade to curbs & sidewalk
in the front of my property.

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PROJECT:

Harvey Road Urban Improvement

Name

Terral Terry

Address

Mailing Address

Phone

~~Fax~~

Support

Support with
conditions
(Please explain in
Comments
section)

Do Not
Support
(Please explain in
Comments section)

1. In general, do you support the improvement of Harvey Road?

(Marking "Do Not Support" indicates support for "No-Build" design alternative)

☐☐☒

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

Comments:

① Proximity of existing Home to New construction is a concern.

② Traffic from Wickliffe onto Harvey seems a larger issue than Turn Lanes

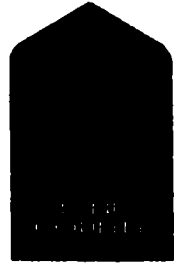
(Continue on back)

from Harvey to Nieblock. Traffic at lunch
Break, end of school day and after events
creates safety concerns.

- ③ North side Nieblock pathway seems
most feasible — less easement issues.
I feel I would be especially affected by
loss of property on Both sides of property

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PROJECT:

Harvey Road Urban Improvement

Name CALVIN C. TAYLOR

Address _____

Mailing Address _____

Phone _____

Fax _____

- | | Support | Support with
conditions
(Please explain in
Comments
section) | Do Not
Support
(Please explain in
Comments section) |
|---|--------------------------|--|--|
| 1. In general, do you support the improvement of Harvey Road?
(Marking "Do Not Support" indicates support for "No-Build" design alternative) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Is there another option you feel we should consider? Please explain below. | | | |

Comments: I would be concerned for the
SATBACK and DRAINAGE PROBLEMS

(continue on back)

COMMENT SHEET

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PROJECT:

Harvey Road Urban Improvement

Name JOEL HIGDON

Address _____

Mailing Address _____

Phone _____
Fax _____

- | | Support | Support with
conditions
(Please explain in
Comments
section) | Do Not
Support
(Please explain in
Comments section) |
|---|--------------------------|--|--|
| 1. In general, do you support the improvement of Harvey Road?
(Marking "Do Not Support" indicates support for "No-Build" design alternative) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Is there another option you feel we should consider? Please explain below. | | | |

Comments:

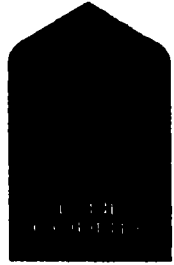
ON NIDESLOCK THE PATHWAY ON
THE SOUTH SIDE WOULD BE PREFERABLE.
THE STUDENTS WOULD BE SAFER ON
THAT SIDE OF THE STREET. (continue on back)

I WILL FOLLOW-UP W/ AN EMAIL
OF COMMENTS,

THANKS!

COMMENT SHEET

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PROJECT:

Harvey Road Urban Improvement

Name

NATHAN

Address

Mailing Address

Phone

Fax

Support

Support with
conditions
(Please explain in
Comments
section)

Do Not
Support
(Please explain in
Comments section)

1. In general, do you support the
improvement of Harvey Road?

(Marking "Do Not Support" indicates support for "No-Build"
design alternative)

☐☐☐

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

Comments:

Good

(continue on back)