

FILED

BOOK 156 PAGE 1032

OCT 23 1995

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

COUNTY CLERK

BY *Pam DeWille*

RESOLUTION & ORDER NO.

95-10-18-2

(In the Matter of Adopting the Project
(Concept for Lorane Highway from
(Chambers Street to Bailey Hill Road

WHEREAS, improvement of Lorane Highway from Chambers Street to Bailey Hill Road was approved through adoption of the FY 93-94 to FY 97-98 Capital Improvement Program; and

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

WHEREAS, the citizen involvement process raised numerous objections to the proposed project design concepts because of concerns for, among other things, additional right-of-way requirements and potential environmental issues; and

WHEREAS, the Board, by consensus, rejected project design concepts proposed by the Road Advisory Committee and County staff; and

WHEREAS, as committee of Lorane Highway residents supported a project concept of intermittent variable width shoulders, along with other specific modifications, and

WHEREAS, County staff has prepared a project concept identified in Exhibit A that more closely reflects the desires of Lorane Highway residents than earlier design concepts; and

WHEREAS, the project concept identified in Exhibit A could be as much as \$1.2 to 1.7 million less expensive than earlier recommended project design concepts; and

WHEREAS, the Board, through an intergovernmental agreement has pledged \$1.2 million of these savings to the City of Eugene for its Lorane Highway project; **NOW THEREFORE BE IT**

RESOLVED, that the Road Fund savings accruing from implementation of the project concept in Exhibit A are better spent for other projects, including Lorane Highway within the City limits of Eugene and projects identified in the Lane County Capital Improvement Program, or for other eligible Road Fund activities, than for the Lorane Highway project design concepts proposed by the Roads Advisory Committee and staff; and be it further


RESOLVED, that the intersection of Needham Road (an unpaved local access road), with Blanton Road and Lorane Highway represents a potentially hazardous condition for County road users that could be corrected with the expenditure of County funds; **NOW THEREFORE BE IT**

ORDERED, that the project concept and findings identified in Exhibit A be adopted; and be it further

ORDERED, that Lane County expend Road Funds to realign Needham Road at its intersection Blanton Road, and that this expenditure of County funds be a one time only expense that does not represent a continuing commitment to improve or maintain Needham Road; and be it further

ORDERED, that staff prepare a right-of-way plan, pursue all necessary planning actions; acquire right-of-way and prepare plans and specifications to implement the project concept in Exhibit A.

DATED this 18th day of October 1995.



Chair,
Lane County Board of Commissioners

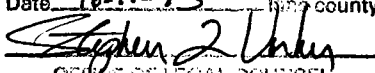
APPROVED AS TO FORM
Date 10-11-95 Lane County

OFFICE OF LEGAL COUNSEL

EXHIBIT A
Project Concept and Findings
Lorane Highway
Chambers Street to Bailey Hill Road

Project Concept:

1. Construct variable width (0'-5'), intermittent shoulders along Lorane Highway from Chambers Street to McBeth Road. Retain existing alignment and super-elevation (except as otherwise noted). Maintain existing ditchline and retain existing ditch foreslope rates (except as otherwise noted).
2. Realign the curve at mp 2.15 to replicate the curve at the Crest Drive intersection. Use a 25 mph design speed. Include 5 foot shoulders through the curve. Acquire right-of-way as necessary.
3. Build a recoverable fill slope (4:1 or flatter) on the outside of the curve at mp 2.55 (Gerlach corner). Relocate ditch as required. Acquire right-of-way as necessary.
4. Relocate the intersection of Needham Lane (a local access) with the intersection of Blanton Road to fit existing right-of-way. Pave the approach.
5. After consultation with residents who live in the vicinity of the curve near the Needham/Blanton intersection, realign the curve if sight distance improvements are acceptable.
6. Widen and overlay Lorane Highway from McBeth Road to Bailey Hill Road.
 - a) Construct a 30 foot paved surface (10 foot lanes, five foot shoulders).
 - b) Shift centerline alignment to the extent practical to best utilize available right-of-way and to avoid affecting residences close to the road.
 - c) Acquire right-of-way as necessary.
7. Install "Bicycles on Roadway" signs at appropriate locations.
8. Construct the 1997 widen and overlay project in metric units.

Findings:

A. Existing Conditions

1. The existing pavement is 20 ft. in width with no paved shoulder and little to no gravel shoulder. A pavement evaluation conducted in 1992 rated the road surface between Chambers St. and McBeth Rd. as a 67, and between McBeth and Bailey Hill Rd. as a 47 on a scale from 0 (very poor) to 100 (excellent).
2. Lorane Highway between Chambers St. and Crest Dr. has a posted speed of 40 mph. From Crest Dr. to McBeth Rd. is posted at 45 mph. The remaining roadway to Bailey Hill Road is basic rule.
3. The following traffic volume data (average daily traffic) was collected on Lorane Highway in recent years:

<u>Location</u>	<u>1991</u>	<u>1993</u>	<u>1994</u>
West of Chambers St.	1,450	1,300	1,550
West of Crest Dr.	1,650	1,950	2,100
East of McBeth Rd.	1,950	1,550	1,650
East of Bailey Hill Rd.	1,600	1,400	1,700

4. Eighteen reported traffic accidents were identified within the project area between 1988 and 1992, resulting in seven injuries and one fatality. Two-thirds of these accidents involved collisions with fixed objects.

B. Project History/Chronology of Events

1. Lorane Highway from Chambers Street to Bailey Hill was included in the adopted FY 1993-1994 through FY 1997-1998 Lane County Capital Improvement Program for construction in 1996. The estimated construction cost was \$2,530,000.
2. The Lane County Master Road Plan designates Lorane Highway between Chambers Street and Crest Drive as a minor arterial. Between Crest Drive and Bailey Hill Road, Lorane Highway is classified as a major collector.

3. At a public hearing on September 23, 1993 Lane County staff presented a proposed project design concept that reconstructed Lorane Highway to uniform standards. This included a 32 foot paved surface and a 40 mph design speed.
4. At its October 27, 1993 meeting, the Roads Advisory Committee adopted a revised design concept that retained the 32 foot paved surface, but lowered the 40 mph design speed to 35 mph between mp 3.7 and 4.2.
5. Many residents of Lorane Highway objected to aspects of the proposed design concept including additional right-of-way requirements, loss of roadside vegetation and the perception that realigning curves and adding shoulders would increase travel speeds.
6. On February 24, 1994 the Board of Commissioners held a public hearing on the proposed project because over 50 percent of the abutting property owners objected to the RAC adopted design concept.
7. The Roads Advisory Committee's recommended design concept and a compilation of the public testimony received by staff, the RAC and the Board were presented to the Board as part of its May 3, 1994 agenda packet. That material has not been reproduced here.
8. At its May 3, 1994 meeting the Board rejected the design concept recommended by RAC and staff. The Board directed staff to analyze options for a project that left the existing road alignment unchanged and considered the effects of roadside vegetation removal.
9. Staff presented four new alternative project concepts to the Board at its May 25, 1995 meeting. By consensus, the Board rejected the alternative recommended by staff.

The rejected alternative proposed adding uniform five foot shoulders to the existing 20 foot road surface, with minor alignment changes and improved superelevation. This option was estimated to cost \$2,000,000.
10. The Board appointed a citizen committee to coordinate residents' responses to the proposed project. The committee's June 8, 1995 report to the Board includes its recommendations for Lorane Highway.

Exhibit A
October 10, 1995
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C. Justification for the Project Concept

1. The ODOT Highway Design Manual, 1993, provides a process for taking exceptions to design standards. Some considerations that may result in an exception to design standards include:
 - Excessive construction costs
 - Additional right-of-way requirements
 - Environmental impacts
2. The project as originally proposed in the 1993 CIP was estimated to cost \$2,530,000. The revised project recommended by staff in May 1995 was estimated to cost \$2,000,000.
3. The widen and overlay project from McBeth to Bailey Hill Road is estimated to cost approximately \$575,000. Minor shoulder betterment, proposed here as intermittent, variable shoulders, is more a maintenance function than a capital improvement, and will be handled through the Engineering Division operating budget.
4. ORS 30.265 provides that public bodies are immune from liability for any claim based on a discretionary function or duty. Allocation of resources is a discretionary act performed by the Board. The County cannot be held liable for failure to improve a road, provided the decision not to improve is made in the context of resource allocation.
5. Lane County faces a declining revenue stream over the next five years. The funds saved by following the project concept described above, rather than constructing project design concepts recommended earlier can be used to fund other projects in the Capital Improvement Program or to fund other Road Fund eligible activities.