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BOOK 153 PAGE 0382

MINUTES

BOARD OF COMMISSIONERS/ROADS ADVISORY COMMITTEE
JOINT MEETING ON MARCOLA ROAD PROJECT

March 17, 1993

7:00 p.m.

Marcola Elementary School
92250 School House St., Marcola

BOARD PRESENT: Steve Cornacchia, Ellie Dumdi, Marie Frazier, Jerry Rust

BOARD ABSENT: Jack Roberts

RAC PRESENT: Jim Brown, Jim Branch, Sky Chamard, Brian Churchill, Laura Olson, Tom Poage

RAC ABSENT: Leo Stapleton

STAFF PRESENT: John Goodson, Ollie Snowden, Tom Stinchfield, Sonny Chickering, Doug McCart, Don Maddox, Vern Gunderson, Emery Marko, Lloyd Holtcamp, Fred Willer, Carl Kliever, Ed Chastain, Mike Mishler, Vonnie Rainwater

Commissioner Cornacchia called the meeting to order at 7:00 p.m. and introduced Board members present noting that Jack Roberts may not attend.

Jim Brown introduced the Roads Advisory Committee members present noting that Leo Stapleton was ill. Brown explained that the Roads Advisory Committee was composed of one member appointed by each Commissioner plus two at-large members chosen by the Commissioners. The Committee function at a formal public hearing is to listen to verbal testimony from the audience. Following the public hearing the Committee will consider both oral and written expressions from the public, obtain professional input from staff and make a recommendation to the Board of Commissioners. Brown noted that the Commissioners do not always follow the advice of the Roads Advisory Committee.

Ollie Snowden introduced staff present.

Commissioner Cornacchia explained the process that the Board goes through in arriving at a decision. The Board asks staff to design the best roadway for the traveling public. However, the Board doesn't always approve the staff recommendation. The Board is concerned with public comment.

Ollie Snowden made a presentation on the proposed project highlighting five points: 1) project proposed, 2) why it's proposed, 3) how we got to where we are, 4) where the money comes from, and 5) misconceptions about the project. 1) Project proposed from Camp Creek Road to Johnson Road in 3 phases with 34' paved surface, two - 11' travel lanes and two - 6' shoulders. Also propose to ease sharper curves for 55 mph design speed except through Marcola, widen two bridges, add an additional 2" of asphalt to prolong road base, realign two locations - Sunderman and Nadeau, add mailbox turnouts, and add traffic signal

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at Camp Creek Road. 2) Project is designed to improve safety, extend pavement life, and address drainage problems. 3) The money for road projects is in the Road Fund, which is comprised of 2/3 Federal Timber Receipts, 20-25% State Gas Tax and the remainder is miscellaneous interest earnings. 4) Highlighted how we got to where we're at now with this project, and stated what the survey results were from the 1992 public meeting. Since December, 1992, staff has worked on Phase 1 presented on the wall tonight. 5) Have heard misconceptions about the project including rerouting truck traffic onto Marcola Road, which is not true - doesn't know where the rumor started. New weigh station was put in to deal with the rerouted truck traffic, which again is not true. The weigh station was relocated from Hayden Bridge when the bridge was widened. Shoulders would benefit bicyclists - the shoulders will benefit bicyclists but not influenced by the Bicycle Lobby, as well as pedestrians and emergency parking, and will also allow more maneuvering room.

Snowden stated that in some areas may be able to widen the shoulders without acquiring additional right-of-way, but may not be able to address drainage problems. Staff can come back a year from now and discuss design details for Phase 2.

Commissioner Cornacchia opened the public hearing.

1. Jewell Hoback, 93127 Marcola Rd. Lives two miles north of Marcola in the country. Not convinced widening road and straightening corners will prevent accidents. There is a big drug, drinking and speeding problem. Most accidents could be prevented. Paint white lines, install signs, add a Sheriff to patrol, and add driver training program at the high school.
2. Cory Hansen, 89975 Marcola Rd. Lives at M.P. 5. Doesn't want road changed; feels it's fine, no hazards. Speed limit has already been lowered. Concerned about right-of-way impacts. Doesn't feel project is necessary. Accidents are unpreventable; many drunk drivers.
3. Paul McLaughlin, General Manager of Springfield Country Club, 90333 Sunderman Rd. Club is not for or against project. Expressed concern with the intersection at Sunderman Rd., area along fairway abutting Marcola Road, and the amount of right-of-way proposed to be taken may cause the Club to realign 4 holes which will be very costly.
4. Clay Corey, 90360 Shadows Dr. and Springfield Country Club Board Member. Expressed concern with Holes #11 and #12. Buffer of mature trees along Marcola Road provide a shield for wild golf balls going onto Marcola Road. #11 is very narrow and right-of-way taken would make this hole impossible and would cost them a lot of money to relocate.
5. Lois Paschelke, 92655 Paschelke Rd. The Upper Mohawk Community Council asked Lane County to improve road. Lots of heavy truck traffic. Would like to see improvements so bike riders, walkers, and runners can have more room; motorists would like more space. Marcola declared part of Bike Route. One trouble spot is Mohawk River Bridge. Would like to see wider lanes and at least one pedestrian lane. More cars traveling road. Cars stopped at stop sign on Sunderman at night create a problem for traffic traveling up Marcola Road - headlights shine right in their eyes and drivers have difficulty seeing bridge approach since road curves at this

point. Need road improved.

6. Ronald Hansen, 89975 Marcola Rd. Owns 2 miles of farm land. Opposed to realignment at M.P. 5 and M.P. 6. Surveyors told him it wasn't necessary. Opposed to 11' travel lanes; prefers 12' travel lanes. Speed limit has been lowered; leave speed at 45 mph. Suggested adding guardrails in places. Opposed to signal at Camp Creek Rd. Need more culverts installed; no culverts near weigh station. Concerned about right-of-way proposed to be taken if curves are straightened out by his property. Met with staff and will work with them. Can live with it the way it is.
7. Esther Siroshon, concurred with Jewell Hoback and Lois Paschelke's comments. Expressed concern with Sunderman intersection; almost hit bridge. Some places need improvement. Need Sheriff continually due to drugs and drinking. Need safer places. For decision made if it means a safer place.
8. Gris Kuhahausen, 92435 Marcola Rd. Leave Marcola Road alone; like living in the country. Best road in the country. Mohawk River Bridge needs improvement. Need patrolman, then driving habits will change.
9. Linda Ollivant, 92214 Alcorn. New resident; moved from Dexter to get away from Hwy. 58.
10. Ken Faulk, 35240 McKenzie View. Thanked Board and Committee for opportunity to comment. Talked to Linn County regarding road from Sweet Home to Holley. State Hwy. Division will be upgrading with new shoulders. Feels engineers could design road to influence additional truck traffic. Is an EMT and has been on enough accidents. Would like to see shoulders improved making it a safer country road; no 55 mph; and redesign on some bridges.
11. Charles Cramer, 90324 Marcola Rd. Lives north of Sunderman Bridge. Asked which side of the bridge will be improved. [Snowden replied that we're not sure yet; need to hire a Bridge Engineer.] One side will impact his fir trees planted 20 years ago as a noise buffer. Trucks start at 4 am.
12. Victor Rosek, 36730 Boiler Creek. Traveled road for 6 years. No problems seen. Feels road can be improved but this isn't the plan proposed. Suggested putting in lighting where accidents have occurred, reflectors, paint white strips. Feels time would be better spent to change Oregon Constitution regarding Road Fund restrictions in order to give some of the money to schools.
13. Richard Talpai, 95609 Marcola Rd. Improve curve at Sunderman Rd. Black ice problem on Drury Creek. Truck traffic about 10%. Many log truck drivers live in community. Need a patrolman; would make road safer.
14. Tom Citti, 93398 Marcola Rd. Stated rumors about truck traffic. Enhance area - road will be used more. Road is designed for safety. Asked if staff has itemized the safety features, and if improvements will increase or decrease accidents. Asked what the final speed limit will be on the road. [Snowden stated that the State Speed Control Board sets the speed zones. County would submit new design to the Speed Control Board and they

will decide on the speed. Cornacchia asked if the public can provide input to the State on speed zones. Snowden replied that the Speed Control Board only takes requests from public agencies.] Engineers have generalized about clear zones; concerned there are no specifications.

15. Dick Kintzley, 92465 Marcola Rd. Leave road the way it is. Need shoulders without taking additional right-of-way; feels there's room to do it. Improve bridge at Sunderman. Asked Board how they're going to vote on this. [Cornacchia stated that the Board and Roads Advisory Committee will discuss recommendation and might give staff direction tonight.] Doesn't want a freeway up here.
16. James Barrett, 91481 Donna Rd. Agrees with everything said already.
17. Charles Rice, 92263 Marcola Rd. Asked if project is going to Linn County line. [Snowden replied that project is going to Johnson Road, but may add overlay this year on last section to County line.]
18. Jerry Ritter, 1865 Yolanda. Most of his family lives in the valley. Traveled road. Feels project is a total waste of money.
19. Jack Nolan, 93740 Marcola Rd. Commented on March 9 accident at his driveway that killed Sheriff Deputy. Cars passing in section that is double lined. Can't see near curve by Shotgun. Leave rest of road the way it is. [Rust asked if this section is in Phase 3. Snowden replied, yes, but haven't looked at it, but will improve horizontal and vertical sight distances.]
20. Adam Rutherford, 36920 Edgehill Rd. Why widen to a super highway. Feels the ulterior motive is to provide a new route to Eugene taking traffic from Hwy. 126. To eliminate accidents, get a Sheriff patrol. Feels more traffic and more speed will increase accidents. Improve shoulders. [Rust stated that ulterior motive is not true on accusation made.]
21. Jack Nolan, 93740 Marcola Rd. Asked Roads Advisory Committee members if they live in town or the country, do they go out and check these things out. [Brown stated that the committee is comprised of 7 members; each Board member appoints a member from their district plus 2 at-large members. It's our practice to listen to oral testimony, read written comments and then make a recommendation to the Board of Commissioners.]
22. Dick Kintzley, 92465 Marcola Rd. Stated that he would post the decision made tonight in his store for those who need to leave.

Commissioner Cornacchia closed the public hearing.

Olson stated that the committee learns a lot at these types of hearings. She lives in Vida, one member lives in Florence, one lives in Cottage Grove. We're not unfamiliar with the rural area; try to get money in the rural areas for maintenance.

Frazier stated that she appreciated comments. Will address needs identified and look at pavement. Doesn't want to create another problem. Suggested forming a citizens core group similar to the McKenzie Highway Association and Pleasant

Hill area to identify problems.

Dumdi stated that she lives in Junction City in the country and on a rural road. Assured everyone that we do listen carefully to what they have to say. Feels road should be improved but not to the extent proposed. Need to provide a safer road but not a freeway.

Rust stated that he paid close attention to driving up Marcola Road tonight; drove between 45 mph and 57 mph with no problems. Grew up on a country road. Need a high priority for white strips and reflectors, need to overlay to preserve base, fix bridge at Sunderman, have 3' shoulders with no additional right-of-way, no clear zones, no curb alignment, address drainage problems, no right-of-way acquired, and need for Sheriff patrols.

On behalf of Commissioner Jack Roberts, Cornacchia shared that Roberts is a city boy and is relying on the judgment of Frazier and Cornacchia.

Cornacchia stated that country roads have been part of his life. Complimented technical expertise of staff. His wife is a teacher at Mohawk Elementary School and drives the road every day. She feels the problem is the people who drive the road, not the road itself. Understands concept of clear zones. Feels 100' clear zone is inappropriate for a small country road. Shoulders need to be widened. Supports wider paved shoulders. Build 2 - 5' shoulders with 12' travel lanes. Build within 60' right-of-way. May have needs for drainage on specific properties that will require us to go out of the right-of-way. Not convinced on need to realign curves; doesn't want to take 300' of Hansen's property. Specifically requested to hear back from staff and the Roads Advisory Committee on the issues of: 1) Sunderman Bridge; 2) Realignment of curves - what's necessary; 3) Black ice problem on Drury Creek; and 4) Sight problem brought up by Mr. Nolan.

Casey Kennedy, 37275 Tree Farm Rd., asked that Sunderman Road be built up near the Country Club.

Don Hansen, 90029 Marcola Rd., would like the name of the bridge by Sunderman Road to go back to its original name of Stafford Bridge.

Dick Kintzley commented he wasn't sure what Commissioner Frazier said. Commented that when the white lines are painted, three days later the road grader covers them up with mud and can't see the lines.

John Isley, 89029 Marcola Rd. Asked how we're going to handle slide area by the shake mill. Concerned his house may slide down.

Jim Brown indicated he would like more information from staff concerning the slope on the road, width for parking and safety for bicyclists.

Meeting adjourned at 8:33 p.m.

Donnie Rainwater
Recording Secretary