



## North Santiam Paving Co.

---

June 16, 2008  
Amended August 25, 2008 -

### **Re: Harney St Extension Right of Way and Roadway Request**

Community Development Director  
City of Newport  
169 SW Coast Hwy  
Newport, Or 97365

Attn: James Bassingthwaite

**The original letter submitted June 16<sup>th</sup> is updated to add explanation to the documents submitted to the City on August 25, 2008 for the City council meeting scheduled for September 15<sup>th</sup>. Please refer to those documents.**

As you know, we have had numerous discussions with the City of Newport in regards to the development of Tax Lot 200 containing approximately 86 acres located in Section 4, noted as map # 11-11-4-TL 200.

The land between the proposed development and 7<sup>th</sup> St is owned by the City but not in the form of a right of way. The City has suggested North Santiam Paving Co on behalf of the owners of the property, Bridgeview Heights LLC, request the City in writing to begin proceeding to formally designate/approve a strip of land for this roadway construction. We were told there is no application as such for this type of action, so please consider this letter as a formal request to begin this process.

#### **Background:**

A "Roadway and Traffic Safety Management Plan" in 1981 indicated a north-south "Harney Road Extension" be constructed. The "City of Newport Transportation Management Plan", dated 1981 also refers to this north-south connection. This extension was also listed in the 1997 "City of Newport Transportation System Plan Documents". The Harney St extension is also mentioned in 2008 as a means of interconnectivity between neighborhoods and for the LOCAL TRAFFIC to access city center without using Highway 101.

The City of Newport has previously undertaken preliminary designs of this portion of the roadway

FA1 ENGR & PROJECT MANAGEMENT\2006 PROJECTS\6122 - BRIDGE VIEW HEIGHTS-NEWPORT 80 ACRES\ENGINEERING\6122HARNEY ST EXPLANATION.DOC

extension including limited field work. The City has also had discussions with the State of Oregon (ODOT) to explore a possible grant for the roadway design and construction. Unfortunately, no State or local funds have been secured for this project.

#### **Recent surveys and design:**

At the direction of the owners, NSP Co has recently completed a topography survey and preliminary design, including profiles, cross sections and horizontal alignment of the proposed by-pass from 7<sup>th</sup> St up to and including TL 200 (the 86 acre site). Wetlands have also been identified, delineated and agreed upon with DSL. In addition we have studied several alternatives to assure the best possible alignment be recommended and constructed.

The future extension on the alignment proposed, although challenging, possesses the least amount of environmental impact, the best location of topography and is relatively close to the existing terminus of Harney to the north. It meets the intent of Harney St Extension for local residential traffic but has geometry that would not encourage truck traffic. The proposed alignment is shown with a 60 foot wide right of way. The curb to curb width is narrower than right of way, but the cut and fill slopes are wider in many locations.

#### **DOCUMENT EXPLANATIONS;**

##### **1) Aerial photo with contours labeled "4 Alternate Routes Considered";**

**Alternatives:** Please review attached map. The dashed lines are the 4 alternatives studied, while the proposed route is shown with a full 60 foot wide right of way.

We first looked at the preliminary design laid out by City of Newport staff (Route 1). This called for an alignment just upstream of our recommended alignment with a culvert across Jeffries Creek. This seemed a practical proposal which balances the cuts and fills of earthwork and crosses the creek at one of the narrows locations. However when we meet on site with the various government officials, the culvert crossing was not what they preferred from an environmental stand point. We then changed our design to include a bridge which would span Jeffries Creek. There are also several small wetland areas which would be impacted by the original alignment. The roadway design was redesigned both horizontally and vertically to totally avoid wetland impacts in the portion of Harney St for proposed construction at this time.

We also looked at the future connection of Harney St north of TL 200 to the existing southern terminus of Harney near the water treatment plant (Route 1). Again we started with the alignment laid out by City staff and as appeared intended by the transportation plan. This alignment curves around the northeast corner of the water tanks, then followed the top of ridge northerly to a connection along the east side of the park to the existing Harney St. This alignment could be constructed with acceptable grades, but did

remove numerous trees both along the westerly side of TL 200 as well as full length of the ridge north of the water tanks.

An alternate (Route 2) swinging easterly from the tanks was also considered. Due to the steep terrain, it is impractical requiring excessively steep street grades.

Route 3 was considered which has desirable grades and minimal environmental impacts. We would not oppose this route. Since this possible route north beyond the 86 acre parcel is nearly the same as the recommended alignment, this alternative can be considered at a later date.

An alternate east of the east property line (Route 4) was also considered. Several reasons prevent this from being a viable option. First of all it extends well east of the desired location making it beyond the master plan location. Secondly, the topography is too steep to meet design criteria as well as crossing several properties which are not part of the development.

### **2) Right of Way map with property lines dated June 4, 2008.**

The proposed right of way and bridge (cross hatched) is shown in relationship to the property lines and existing water main.

The proposed center line alignment leaves the City owned property at Sta 18+00 with the entire right of way beyond City owned property at approximately Sta 19+00. The City water main and water tank access road is located on the 80 acre site from Sta 19+50 north to the bend in the existing roadway. A portion of the water main will require relocation from Sta 10+50 to 13+50.

### **3) Cross sections -2 sheets dated 4/23/08;**

These cover the entire alignment on to the road on City property and on to the 80 acres approximately 500 feet. Two things should be noted

a) The area of the bridge is NOT included since there is no cut and fills in these areas. The bridge will have steel piling. This will virtually eliminate any roadway ground disturbing activities full length of the proposed bridge.

b) Please note Station 0+50 to 3+00 in the area of the existing City fill. The proposed roadway follows the existing gravel lane to the home located at 4+00 +/- . The roadway nearly misses the existing fill material. The small amount of existing fill that would be within the proposed roadway area will be recompacted to assure all material within the roadway is "engineered" fill. Nearly the entire fill area is west of the proposed alignment.

The typical section is not shown but will be of adequate width to accommodate both pedestrian and bicycle traffic. Any section wider than shown on the cross sections will have a significant environmental impact. This is not only due to the additional land because of the steep slopes, but trees and wetlands immediately adjacent to the proposed cuts and fills.

### **4) Plan and profile sheet dated 6/4/08;**

The cross hatched areas shows the extent of the work area if all slopes were constructed at a 2:1 slope. It is likely the impacted area will be smaller after a more complete site evaluation is completed. Slopes of

1:1 are possible depending on the soil types. Slopes will be covered with native organic material wherever possible to promote growth of native plants.

The area of the proposed bridge is Sta 14+05 to 17+75 with a free span across the entire wetland area of Jeffries Creek from Sta 14+80 to 16+30. The cross hatched area in this section does not apply but is included to show the area that would have been impacted if the original City design with culverts would have been constructed.

Steel piling will be installed at the bridge ends and at the middle 1/3<sup>rd</sup> points of the bridge for the free span over Jeffries Creek. No pilings will be in the wetlands.

**5) Colored "Delineated Wetlands" map;**

DSL has concurred with the limits of wetlands shown on this map. The present proposed alignment and construction methods will not disturb any wetlands, although there is a small area of wetland within the proposed right of way near Sta 11+00.

There are additional wetlands along Jeffries Creek outside the study area which are not shown. No ground disturbing activities will take place in these areas. This map also shows how realigning the proposed roadway eliminates any wetland disturbance. The original proposed alignment to the east would have been through identified wetlands.

**6) Attachment E – City Owned Property – 2 sheets**

The first page identifies the property acquired under the 1961 Housing Grant Act. The circle identifies the area the proposed alignment would cross that parcel. Page 2 identifies the 0.06 acres crossed by the proposed alignment. The bridge would span nearly the entire area. There would only be a very small amount of ground disturbing activities in this 0.06 acre area.

**7) G2 Associates letter dated August 20, 2008.**

To expand a little on Mr. Gray's letter, the proposed alignment minimizes embankment using a "full bench" roadway section in most area. This term describes a roadway which is primarily built on original ground or the roadway using excavation rather than fills to provide a roadway of adequate width.

All cross sections shown are a conservative 2:1 slope. As John indicates in the last paragraph, additional subsurface exploration will be necessary to determine the final cut slopes.

**8) DVD drive through.**

As you view the DVD, it should be noted we intentionally omitted the large number of trees along both sides of the right of way. If the trees were included, it would obscure the roadway itself in some areas. Great efforts were made to minimize the impacts to construct the roadway including the large trees north of Jeffries Creek.

Thank you for your consideration on this matter. Please call if we can supply any additional information that would assist you in on this right of way request.

  
Bill Lulay PE & PLS