

This is a Goal 5 process. Goal 5 is interesting as it so clearly pits multinational corporations with their enormous legal, lobbying, and political contribution powers against Oregon family farmers. On one side we have zoning laws that have been the basis of pricing of rural real estate for 40 years. On the other, we have corporations that make huge windfall profits by changing farm land zoning to aggregate zoning. They don't even have to mine the site, simple sell it to another corporation who makes their profit by making the hole in the ground.

My personal experience is with the Baker Rock site at Grand Island, and as such I would like to tell Grand Island's "Traffic Story". Just as Goal 5 starts out "To protect natural resources and conserve scenic and historic areas and open spaces". So too does Baker Rocks "Traffic Impact Study" by Lancaster Engineering state in the "Trip Generation Summary" that the total daily trips are "Entering Trips 37, Exiting Trips37, Total Trips74". And just as Goal 5 really means that family farmers have no real protection under Goal 5, so too does Yamhill County's finding of "Truck Traffic no significant impact on farming" really means "that when the economy is booming 200 loads a day in the construction season from Baker Rock site, plus likely Bernert Towing's Grand Island site 200 loads a day. These 400 trips per day in the farming season are from an email Bill Gille, Yamhill County Engineer, sent the Yamhill County Planning Department after a site visit with John Phelan, Director of Yamhill County Road Department.

They call one mining area north of us the "donkey ponds" What will the future call the remains of Grand Island?

Thank you for your time. Neil Svarverud



### TRIP GENERATION SUMMARY

#### Baker Rock - Harney

	Entering Trips	Exiting Trips	Total Trips
<i>Aggregate Trucks</i>			
AM Peak Hour	4	4	8
PM Peak Hour	4	4	8
Weekday	32	32	64
<i>Employees</i>			
AM Peak Hour	5	0	5
PM Peak Hour	0	5	5
Weekday	5	5	10
<i>Total Trips</i>			
AM Peak Hour	9	4	13
PM Peak Hour	4	9	13
Weekday	37	37	74

**From:** Bill Gille  
**Sent:** Thursday, May 06, 2010 4:50 PM  
**To:** Ken Friday, Mike Brandt  
**Cc:** John Phelan; Bill Gille; Steve Rodewald  
**Subject:** Baker Rock Application  
**Signed By:** gilleb@co.yamhill.or.us

Ken,

I have visited the site with John Phelan, Director. We have also reviewed the access road leading to the Mallard Lane site. Our findings are as follows:

- The Mallard Lane county maintained access road is performing well at this time. I propose to have pavement cores from this road be taken to set a reasonable benchmark for the road design to handle the proposed truck volumes.
- The Mallard Lane site produces approximately 100 loads per day when the economy is OK. When the economy is really booming this site probably produces 200 loads per day. These numbers are during the construction season. The "average" trip count over the entire year would be much lower, probably the 64 loads per day that the applicant has suggested is reasonable. The traffic impact analysis should be modified to consider peak trip counts and not "average".
- Bernert Towing's application will very likely experience the same seasonal and economic variations.
- The current Mallard Lane site is nearing its current life on the Baker Rock site. Given that Baker Rock Resources operates the only Hot Mix Asphaltic Concrete (HMAC) plant in the county they will either need to establish a new rock quarry site or import their rock. The economic viability of their operation will require the siting of a new river rock quarry.
- The requests for a 35 mph speed limit for the quarry trucks could not be enforced by the county unless we get a speed zone order from the state speed control board. If we were successful in getting that order it would apply to all traffic, not just rock trucks.
- The request for a wheel wash for the quarry trucks before leaving their site seems onerous on the quarry trucks. Are all trucks using this road, agricultural and quarry going to be subjected to this requirement?
- The applicant has indicated its intention to improve the county road to two-ten foot lanes with two foot shoulders. The request for pull outs every ¼ mile could be made of the agricultural users as well. I believe the road widening should be sufficient.
- The stop light for the bridge would have to use activated and govern all vehicular movement on the bridge. I suspect the inconvenience to the everyday users of this road would be such that it would not be followed by the users. An advance warning of traffic on bridge system might prove more palatable and practical application.
- The pavement coring information mentioned above will provide valuable information for our discussions on the haul road construction details. If the application is approved I would ask that we be able to enter this information into the record as it becomes available.

Please feel free to contact me if you have any questions.

Thanks,  
Bill Gille, PE  
County Engineer

5/6/2010