



# G2 ASSOCIATES INC.

503-292-7939

GEOLOGY • SOILS • ENVIRONMENTAL • DEVELOPMENT

August 20, 2008

Mr. Bill Lulay, PE  
North Santiam Paving Company  
PO Box 516  
Stayton, OR 97383

RE: Bridgeview Project, North/South Bypass  
Harney Street Extension  
Newport, OR

This report is a preliminary overview of your plans regarding road layouts, design, and review of cut and fill sections on the proposed street solution.

We are aware of the great complexity of issues with which you have been involved including the need for street solutions to have convenient proximity to the neighborhoods it will serve and various other factors including topography, geologic conditions, creeks and wetlands, the relationship to school properties, public facilities and safe access means at various points. As noted we have reviewed a PDF file showing the most preferred street layout through the Jeffries Creek Basin. We have reviewed not only alignment but also general geologic conditions in that vicinity as well as the cut and fill profiles and stationed cross sections as they are currently understood. We have reviewed your arguments and information regarding alternative shifts and alignments particularly where the environmental issues and property rights are concerned and basically conclude your proposal is sound.

As previously discussed during our field excursion last winter, the Jeffries Creek crossing is challenging. We have all labored with the prospects of engineered cuts and fills into that zone but still conclude that from a geologic standpoint either engineered fills or the bridge or a combination of the two will work. Hopefully a balance between those in terms of construction costs and long-term maintenance issues can be resolved. Our joint preliminary exploration of soils in the border wetlands was most beneficial and indicates the presence of good rock materials at shallow depth. We shall recommend further exploration be done in that alignment once all parties have agreed and this aspect will further solidify the capability of the marine rock units in the necessary areas where custom fills are to occur and the bridge crossing is to be finalized. We are dedicated to supporting you as the project manager in the investigation and validation of existing conditions, rock occurrences and the best means by which to field adjust those conditions to the benefit of the project.

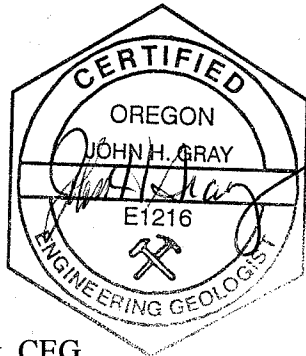
Mr. Bill Lulay  
RE: Bridgeview Project, Newport, OR  
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We agree with your commentary notes regarding Big Creek Road and the current proposal for Jeffries Creek crossing as even the slightest shifts in alignment in those areas can double or triple expected cuts which we would prefer to avoid. We are aware new topography and aerial photography are being acquired to aid in these determinations and expect they will help us not only to minimize wetland impacts but to better interpret and avoid ancient slides or the creation of adverse conditions through grading.

We agree that the new alignment should connect on the northerly end with Harney Street near its current terminus at the water treatment plant. We are as concerned as you, in the geologic sense that steep topography, existing homes, an existing park and wetland impacts remain barriers to any other alignment other than the existing Harney Street right-of-way. We understand that from the water treatment plant north to 60th Street much of the right-of-way alignment has already been determined in the City's planning schedule. We are advised a portion of the proposed improvements will be a condition of approval on a pending development, while a portion has already been constructed and other right-of-way segments have been negotiated.

From a geotechnical perspective our next expectation is to evaluate the finalized and agreed upon path with your assistance. This will be accomplished through the process of constructing access roads on that alignment so that we may utilize drilling and/or excavation equipment to investigate field conditions and based on the results of those findings assist you and the city in the appropriate design modifications, material selection and methodologies for safe construction. We look forward to working with your team on this project and request you give us at least two weeks advance notice for scheduling purposes where field investigative work is to be planned and executed.

Sincerely,



John H. Gray, CEG  
Principal