

**February 27, 2012 Email from Sam Dunnivant, Region 3 Environmental Coordinator, ODOT, to Hugo Emigrant Trails Committee, For "I-5: Glendale to Hugo Paving & Sexton Climbing Lane Project".**

February 27, 2012 Email from Sam Dunnivant, Region 3 Environmental Coordinator, Oregon Department of Transportation to Mike Walker, Co-Project Coordinator, Hugo Emigrant Trails Committee, Hugo Neighborhood Association & Historical Society, Concerning ODOT's "I-5: Glendale to Hugo Paving & Sexton Climbing Lane Project"

From: "DUNNAVANT Sam K" <Sam.K.DUNNAVANT@odot.state.or.us>  
To: "Mike Walker" <hugo@jeffnet.org>  
Subject: RE: Testimony for ODOT's "I-5: Glendale to Hugo Paving & Sexton Climbing Lane Project"  
Date: Monday, February 27, 2012 3:53 PM

[Mike Walker, Co-Project Coordinator  
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Mike-

Thank you for the summary of our meeting on February 1, 2012. We thought the meeting was a valuable continuation of the Hugo Emigrant Trails Committee's participation in the Glendale-Hugo project and resulted in a better understanding of the committee's primary area of concern. We do not agree with all the information in your summary, but rather than respond point by point, I would like to clarify a couple general facts regarding this project.

The paving project is federally funded and stretches from Glendale to Hugo. The State legislature dedicated \$10 million in funding for the "Sexton Climbing Lane" project. As explained at our meeting, we were never authorized to build six climbing lanes. We did preliminary data collection and design work for the Stage Road and Smith Hill lanes in case funding is made available for those projects in the future. If at some point in the future additional funding is secured for additional climbing lanes, we will determine each project footprint, determine impacts, and obtain all permits and clearances for each project as required at that time.

The 1,060 foot segment that your group is concerned about has been reviewed on site by archaeologists with both ODOT and Southern Oregon University Laboratory of Anthropology (SOULA). As discussed at our meeting, no evidence of a wagon road was observed. However, as discussed in my email on February 14, 2011, we have been working with the project designers to alter the design plans and to pull the cut slope away from the area you expressed concern over. As

promised, we will have the revised cut slope staked in the field by our surveyors. At that time, we will contact your group and meet you out on site to review it.

In 2009, ODOT contracted with the Oregon State Museum of Anthropology to conduct an archaeological survey of the entire ODOT Right of Way from just north of the I-5: Glendale interchange to the I-5: Hugo interchange. While several archaeological sites were recorded within the right of way, zero cultural resources were identified or recorded within the current project footprint. In 2010, ODOT contracted with SOULA, whose objective was to establish a context for the Applegate Trail through background research and field survey (ground truthing) to determine if portions of the Applegate Trail are present within the ODOT Right of Way between Glendale and Hugo. Several trail locales with some potential for being remnants of the Applegate Trail were identified within the ODOT Right of Way. However, the trail locales identified by SOULA are outside the current project footprint and will not be impacted. As always, review and concurrence from the SHPO will be required on this assessment of impacts to cultural resources for this project.

Regarding the release of the full archeological reports, as you know the reports from the surveys mentioned above contain confidential, site-specific information. That confidentiality is a requirement that comes from Oregon's SHPO, not ODOT. Thus, we are not allowed to share that site-specific information, although ODOT did provide as much of the report to your group as we are able. Any concern you have regarding the release of confidential data must be addressed through SHPO.

Finally, ODOT has been documenting the 1921-1922 Pacific Highway on the east side of Interstate 5 in this area (sometimes known along this area as the Sexton Frontage Road). This analysis is being addressed in a separate document, since it is being viewed as a "Built" resource rather than an archaeological resource per SHPO's specifications. However, the section of the Sexton Frontage Road that ODOT will be realigning is not a part of the 1921-1922 portion. The construction of the Interstate 5 Sexton climbing lane will also not effect the alignment of the 1921-1922 Pacific Highway. All of the details regarding the 1921-1922 Pacific Highway are being incorporated into a report that will need to be concurred on by SHPO.

Once again, I would like to thank the Trails Committee for their participation in the Glendale-Hugo project. I look forward to meeting you in the field to review the changes we made to the cut slope near the Sexton summit to avoid the area your committee had concerns about.

Thank you for your time,

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