

Advanced Transmissions, Inc.
612 N. Main
Phoenix, OR 97535

February 10, 2006

To Whom It May Concern:

The Fern Valley Interchange and Highway 99 expansion proposed for Phoenix, OR will seriously damage or destroy my business. We oppose the ODOT proposal.

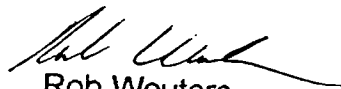
Advanced Transmissions, Inc. is a 25 year corporation. A long-standing transmission repair business in Phoenix. Our clients come from Montague, Fort Jones, Crescent City, Gold Beach, Grants Pass, Trail, Oregon City, Bend and Klamath Falls. This is in addition to the many local and state vehicles that we service and repair. Our daily traffic is approximately 30 customers.

The proposed Fern Valley Interchange plan will eliminate my business as a viable part of the community. The proposed plans will break down a network of businesses that work together; for years taking care of many of the same customers, their families and friends, as a service to this community.


We understand the need for change and growth. Not annihilation to all the businesses or "slow death" for those remaining. The proposed median eliminates left hand access, and will force larger vehicles to do multiple starts and stops to turn into any remaining businesses.

We understand that change is needed. The ODOT plan, however, is contrary to its own goals as stated on its web site. The plan will harm or eliminate existing businesses, and increase pedestrian and vehicle danger. We, along with the other impacted businesses and property owners in downtown Phoenix, demand that ODOT make its proposal(s) more supportive of the existing business community.

Sincerely,



Rob Wouters
Business Owner



Tani Wouters
Business Owner

PHOENIX AUTOMOTIVE CENTER
611 M Main Street – P O Box 519
Phone: 541-535-3361
Phoenix Oregon 97535

February 10, 2006

Oregon Department of Transportation
100 Antelope Rd
White City, Oregon 97503
Attention: Art Anderson – Region 3 Manager

Re: Fern Valley Road Interchange

Dear Mr. Anderson:

We are the owners of Phoenix Automotive Center at 611 N Main Street in Phoenix. The proposed Highway 99 expansion in Phoenix will seriously damage our business and the other businesses that we rely on and support. The small town atmosphere of Phoenix will disappear along with needed services.


We operate a thirteen bay, 10,000+ sq ft automotive repair business. We have ten employees. We service all automotive and recreational vehicles. Any loss of frontage will severely impact our business. We run out of room in our business and have vehicles parked in front of the bays (motor homes up to 40 feet) to meet our customer demand. The motor homes we work on would not be able to access our shop. The median planned for Highway 99, will limit easy access to our business, will cause us a 40%-50% loss of business, which would be a slow death for our business.

The destruction of Highway 99 in Phoenix and the businesses on the east side of Highway 99 will change the integrity of our small community. The proposed maps do not meet ODOT'S own goals and objectives and are totally unacceptable. We join the citizens of Phoenix in opposing the current proposed maps. We request that ODOT revisit and follow its goals & objectives that were set forth in its own process to include the input from the community, business and property owner. This goal and objection is mandated by ODOT. The proposed changes do nothing to enhance Phoenix, only destroy the core of our community. We strongly believe that the Fern Valley Road Interchange would benefit Phoenix not only on the west side but also on the east side with input and planning from all parties. We want to work to achieve that. Phoenix Automotive Center joins all the other businesses and property owners to insist that ODOT revisit its plans.

ODOT! Please work with the citizens, business and property owners to come to a solution.

Sincerely,


Stan Bartell


Carolyn Bartell



**PHOENIX
PROPERTIES
INC.**

Citizens of Phoenix, Phoenix City Council and
Phoenix Association of Business & Property Owners

Will Phoenix become another ghost town in Oregon?

After reviewing the proposed ODOT new interchange proposals, I have decided to make public the financial and job impact these proposals would create and how this would effect me personally.

The ODOT proposal would wipe out and or effect 28 businesses and 7 private residences, effectively shutting down or canceling any reason for people to come to Phoenix, future traffic problems would not be an issue because there would be no reason to come to Phoenix. The pioneer settlers thought Phoenix would be a good site for a city, which was founded in 1856, making the city of Phoenix 150 years old. ODOT and the present Phoenix City Council will have effectively destroyed the existence of Phoenix within a few months. I am the owner of Pacific Plaza Business Center located at the junction of Fern Valley Rd and Hwy 99. This ODOT plan would destroy some of the newest and most modern commercial buildings in Phoenix, by doing this you would also be wiping out 18 possible tenants of this trade center and all of the jobs they would create and result in the loss of many thousands of dollars in retail sales. In addition, all of this destruction would effectively remove from the county tax rolls, approximately \$14 million in taxable value (from public record) which also would eliminate the City's share of this taxable value. I have been continuously in business in the city of Phoenix since 1959. The destruction of my buildings would put my trade center, Pacific Plaza, out of business, destroying one of the highest valued properties in Phoenix resulting in a possible loss of several million dollars on my investment.

It is getting harder and harder for the small business owner to remain in business today without the cooperation of the various governing bodies. It seems the biggest and largest corporations seem to be able to buy their way into anything. Phoenix is a small town that will essentially disappear with the proposed interchange, virtually becoming one of Oregon's newest ghost towns, or the newest suburb of the city of Medford. The proposal for the Fern Valley Interchange by ODOT is fixing Medford's "big city" traffic problems, not Phoenix's. We, the business people and citizens of Phoenix do not intend to let ODOT and the city council get away with this wanton destruction of the City of Phoenix unchallenged. We, the people and businesses of Phoenix like our small town atmosphere and want to keep it alive, interesting and workable, as well as liveable. Do not let ODOT and the Phoenix City Council destroy it. Citizens of Phoenix - WAKE UP and protest the destruction of our town! If you really care, be sure and let them all know.

Sincerely,
Bill Rombach
Phoenix Properties Inc.

February 1, 2006

To: Phoenix City Council
Cc: Oregon Dept. of Transportation

From: Don & Eunice Mitchell
200 Karen Way
Phoenix, Oregon 97535

RE: Fern Valley Interchange Project

After review of the two conceptual plans made available to us at a January 31, 2006 meeting of the Phoenix Association of Business and Property Owners we are a bit perplexed.

We have owned and served as stewards of three acres of land between Cheryl Lane and Bolz road for over 50 years. Approximately 100 trees line the existing private road (Karen Way) including Redwoods, Pines, Firs, Cedars, Sycamores, Spruce, and Port Orford cedars would have to be removed to make room for the connecting road. Our Dahlia garden consisting of approximately 400 plants would be destroyed by the Lowry Plan.

Additionally three homes would have to be destroyed or removed to provide the land required by the enlargement of our private drive. Two of these homes are rentals which provide us with a significant portion of our monthly retirement income, and the third has been our home for over 50 years.

Surely a less destructive plan could be devised. We appreciate the effort that has been put forth to ameliorate the traffic that is anticipated by the development of the Home Depot area; however the economic impact that either plans would have on the businesses and properties in the city of Phoenix is not acceptable. We would suggest that ODOT reconsider the feasibility of construction of the South Stage interchange before that area is so developed as to render the cost prohibitive.

Thank you,

Eunice G. Mitchell

Eunice Mitchell
Taxpayer & Concerned Citizen

Don Mitchell

Don Mitchell
Taxpayer & Concerned Citizen

R-C AUTO PARTS AND MACHINE SHOP



2-5-06

To Whom It May Concern:

I am Rodney J. Cameron, owner of RC Auto Parts (Carquest), and a second business RC Machine; I also rent part of my building to Advanced Automatic Transmission. I have six employees of my own and they count on me to support their families. The expansion will demolish my whole building and force three businesses to shut down.

I have been in business at the same location for twenty-five years. I have built my business from the ground up. In 1981 when I opened for business things were pretty hard economically around this area, jobs were scarce. I realized my small town of Phoenix needed a store where they could ask questions about auto repairs and trust that they were getting the right parts or that the work needed to be done was being done right and in the most cost efficient way. I did my best to try to give Phoenix, Oregon an honest down home machine shop and auto parts store. I have supported my community wholeheartedly and it would be nice to see Phoenix do the same.

As business owners, we appreciate that change is necessary. However; change should support, rather than destroy our community's resources. We insist that ODOT change its plans to be more supportive of our community, and be consistent with its own stated goals and objectives. RC Auto INC. joins all the other downtown business and property owners to insist ODOT revise its plans.

Rodney J. Cameron
Business/Property Owner

A handwritten signature in black ink that reads "Rodney J. Cameron". The signature is written in a cursive style with a long horizontal line extending to the right.

612 N. Main
Phoenix, OR 97535

Ray's Food Place

February 7, 2006

To Whom It May Concern:

This letter describes the negative impact that the expansion of Highway 99 in Phoenix, Oregon will have on our business.

Ray's Food Place has been in operation in Phoenix since December of 1981. We are a full service grocery store providing groceries, meat, produce, a full service bakery and video dept. We are very involved in the community and support our local schools and community events. We have provided products for numerous local projects in order to raise money for their cause, as well as provide a \$5000.00 college scholarship yearly for Phoenix High School graduates.

These are a few of the negative impacts the construction will have on our business:

- A grocery store relies on easy access for its customer to get in and out and create a volume of business. The proposed median on Hwy 99 would create a right in, right out at our main entrance on Hwy 99 and also on our entrance on Cheryl Ave. This would result in a dramatic loss of business estimated at 30-40%.
- The current Fern Valley road leads right to our parking lot, where the proposed Bolz Road connection does not make our store as visible to prospective shoppers.
- The plan encourages increased speeds through downtown, which is a hazard to our customers and the many schoolchildren that we have walking the sidewalks before, at lunch, and after school.
- The construction that will be performed will also result in a significant loss of business.

The proposed Highway 99 expansion will do great harm to downtown business in Phoenix. This directly contradicts ODOT goals as stated on its web site. We join all the other downtown business and property owners to insist that the department revise its plans to be consistent with its own stated goals and objectives.



Dack Doggett
Store Manager
Rays Food Place
735 N. Main St.
Phoenix, Or. 97535
541-535-5766

COMMERCIAL SIGN AND DESIGN

February 1, 2006

To Whom It May Concern:

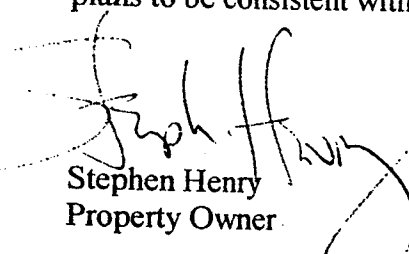
This letter describes the negative impact that the expansion of Highway 99 in Phoenix, OR will have on our business.

Commercial Sign and Design is a long-standing business in Phoenix. We make advertising signs for business and local government. It is one of very few sign businesses in the Rogue Valley that can make vehicular signage. In addition to commercial work the Business contracts with municipalities to provide signage for public service vehicles such as police cars and fire engines, in addition to other large equipment operators. Our facility can provide secure, inside storage for these large and expensive vehicles while signage is produced and applied.

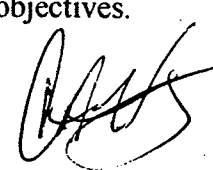
These are a few of the negative impacts the construction will have:

- The proposed median will prevent easy left-turn access for the large vehicles that provide much of our business. Reliable estimates indicate such medians decrease business up to 40%.
- Elimination of a large portion of our front parking area likewise precludes secure access to our business. Even with a new road proposed, similar access and storage is not available through the rear of our structure.
- The plan decreases visibility of our business.
- The plan encourages speeding through downtown, increasing the hazard to customers.
- The massive construction will prevent easy access to our business for a much greater time than simpler, more cost effective plans.

The proposed Highway 99 expansion will do great harm to downtown business in Phoenix. This directly contradicts ODOT goals as stated on its web site. We join all the other downtown business and property owners to insist that the department revise its plans to be consistent with its own stated goals and objectives.



Stephen Henry
Property Owner



Christopher Henry
Business owner

608 NORTH MAIN ST
PHOENIX, OREGON 97535
541-535-6663

V.S Plaza and Jack in the Box

To whom it may concern:

As the owner of V.S Plaza and Jack in the Box in Phoenix, Or I oppose the plans for the HWY 99 expansion because it will hurt my business's. This letter will show the negative impact it will have on the business's.

If the proposed plan goes through, which we have had no say in at all, it will decrease our business by a reliable estimate of 70%. We are a fast food restaurant and the drive-thru creates 70% of our business. With the proposed median and slicing of our property we will lose all drive-thru access and exit, and since people have come to know about the proposed HWY 99 expansion no one wants to rent a space in V.S Plaza, and this too will hurt my business.

And with the on going construction which will be tearing up of streets and implemting median's no one will be able to access nor exit our business without traveling side streets and creating more traffic and noise.

The proposed HWY 99 expansion will do great harm to our business, and this goes in direct opposite of what ODOT"s goals that were stated to us. We are joining with fellow Phoenix business owner's in opposition to the proposed plans that were presented to us.

Vinod Mehta

Owner



4150 South Pacific Hwy

Feb. 8, 2006

Dear ODOT Project Design Team:

Your preferred alterations to Hwy 99 in Phoenix as a result of the Interchange Project have already hurt our family financially. We have chosen to invest in Phoenix, OR only to learn that two of the buildings we own are slated to be eliminated under your preferred alternatives. The tenant for whom we had agreed to customize one of the two buildings has now backed out of a five year lease with a five year option to renew. The net lease on this building was \$3,100 a month, costing our family \$37,200 annually in loss of income. Over a five year period, our income loss is \$186,000.

The other building on my property is currently leased netting \$7,500 monthly. Because of your recent proposal we risk loosing this tenant.

Your proposed plan will leave us with no buildings on our property, and, because of your proposed median strip, a very limited access to the remainder of our property, devaluing our property immensely.

It is appalling to us that Hwy 99 improvement recommendations were not made public until very recently. This information should have been available long before this while all seven (7) interchange alternatives were on the table so that property and business owners and the Citizens Advisory Committee (CAC) could react to the information.

The livelihoods of almost 30 business owners and their families are at stake here, as are the services they provide. We urge you to revisit your proposal. It is important that you work with us, the property and business owners, and the CAC to find an alternative solution which will prevent this seeming inescapable tragedy.

Sincerely,

William and Nancy Leever

William and Nancy Leever

February 10, 2006

Oregon Department of Transportation
Attn: Art Anderson, Manager, Region 3
100 Antelope Rd
White City, OR 97503

Re: Fern Valley Interchange Project

Gentlemen:


In reviewing the conceptual plans from aerials provided by the Roadway Engineering Design Unit, it appears that the new realignment of Highway 99 in connection with the Fern Valley interchange will adversely effect our office-retail property at 4111-4119 So. Pacific Hwy. This property is adjacent to the city limits of Phoenix, where considerable negative impact will occur.

Based upon the plans it appears the new right of way will be within 20 feet of the existing structure eliminating all parking in front of our building. The proposed median would restrict access to Medford-bound traffic only, making it necessary for the tenants, their employees and clientele to travel circuitous routes to arrive at this location.

Overall, these proposals displace residents, destroy residences, business and businesses, a growing community and a quality of life. Other negatives would be confusion for drivers trying to determine how to get to their destination increasing the likelihood of accidents, more traffic producing more pollution, even more use of fuel to get around.

We appeal the Design Unit to reconsider their approach to solving the interchange problem. There must be a solution that would not be so injurious to so many. We would also like to be informed of future proposals that have any impact on our property, as we only heard of this a couple of weeks ago.

Sincerely,



Duane Venekamp
Dalton Venekamp LLC

Jarvis Village Jarvis Rentals

February 3, 2006

Re: Fern Valley Interchange Project

To whom it may concern:

My name is Jerry Jarvis and I am writing in response to the proposed changes to the Hwy. 99/Bolz Interchange and changes to Bolz Rd. I manage two family businesses', Jarvis Village and Jarvis Rentals. These business' are owned by Joe and Ruth Jarvis who are retired and living in Brookings, OR.

Jarvis Village Impact:

Jarvis Village is a 12 unit Federal and State administered HUD low-income elderly housing project located at 100 W. Bolz Rd. Both of the proposed plans would expand this section of Bolz Rd. impacting one of Jarvis Village buildings. This would require the removal of the building housing units 1 thru 5. This project is under contract with Federal HUD housing. At the very least, this road should be tapered into a two-lane rd. prior to Jarvis Village. The need for a four-lane road from the interchange down to Church Street on Bolz Rd. is absolutely not needed. There is virtually no traffic down Bolz Rd. to the High School, which is one block past Church St. Bolz Rd. ends at the High School and allows for a right or left turn only. With the speed limit at 20 MPH, it almost completely discourages local traffic. Further, the only traffic down Bolz Rd. from the intersection is to the U.S. Post Office. The existing rd. is more than adequate for the traffic. Traveling from the freeway towards the hwy. Intersection, you need a left turn, right turn, and a center lane. A single lane coming across this intersection is adequate even with an increase in traffic in future years, as the destination down Bolz Rd. is not going to change. Further, if the U.S. Post Office needs more parking and you want much better traffic flow for the traffic Bolz Rd. has, simply add a parking area in the post office grass area on Church St. This would make the traffic (low as it is) even better. Please reconsider this action.

Jarvis Rentals Impact:


Jarvis Rentals currently has a 3bdrm rental house on the N.W. corner of Hwy99 and Bolz Rd. This is a commercial lot and Jarvis Rentals has plans for future development. Hwy99 was widened in the recent past, which took some of this property. Now you are proposing an unnecessary further widening of the Hwy, and taking the corner of this property for a turn lane. As I stated in the Jarvis Village impact statement, the amount of traffic turning and traveling down Bolz Rd. is minimal and will be in the future. Further, this turn lane aims to disallow any entrance to the corner property, which would isolate it. One solution would be to relocate the entrance to the property line and have a double entrance for both business, or leave it as it is. As this property has already had a substantial loss, I ask you to please reconsider.

Overview:

I am hard pressed to find another small town, which has a requirement for such drastic steps with devastating results. For miles to the North of Phoenix, there is simply a center turn lane, which allows the traffic to continue to flow safely while cars enter and exit across traffic. To the south of town, no center lane exists, yet I would say there are little or no traffic accidents. Both plans to change Phoenix traffic needlessly widen the Hwy. A center divider down this Hwy does not speed up the traffic. It does however, restrict any business access or make access more difficult. The current center lane is no wear near used to capacity. Currently it is very easy to enter and to exit the Hwy utilizing the center. It should allow for considerable traffic increase. The two-lane turn lane for the intersection is way overkill. I am curious if anyone has done a car count for the turning traffic. It would seem these approaches could be one lane and considerably shorter. The town of Phoenix has been changing the downtown area (compare to downtown Ashland). It has been their goal to slow the traffic thru town to enhance beauty and business. It seems to be the goal of these plans to speed up traffic, wipe out a large % of the business, and limit access to the rest. This is an old Hwy that goes thru a town, not a freeway.

Please accept this as constructive criticism and consider our input.


Jerry Jarvis
Manager


Steven Hubler
Manager

PO Box 788
100 W. Bolz Rd.
Phoenix, OR. 97535
541) 535-3535

Angelo's Pizza
725 N. Main St.
Phoenix, Or. 97535

To Whom It May Concern,

Angelo's Pizza has been in business in the Phoenix shopping center since 1981. We were one of the original businesses in the center and we own our building and property. The proposed ODOT plan would cripple our business of 25 years. We would lose our freeway business access, we would lose our local access, we would likely become an island to which our customers could not reach. The proposed raised medians in every direction around us would make it impossible to access us. While it is true there is not a red line running through our building, there might as well be, as we will have no way to get in or out. Our property will have no value, our customers will go somewhere with easier access and another small family run operation will disappear. Our business relies on those around us as well, and in the proposed plan, most if not all, will be driven away. If your plan is to gut small business in a small community then mission accomplished, but if you want to stick to your goals and objectives then work with us to come up with a plan that makes sense to us all.



Patrick Folger
Owner: Angelo's Pizza

WISDOM SIGNS *& Graphics*

816 E. Bolz Road Phoenix, OR 97535 ph: 541.535.5433 fax: 535.8699

February 5, 2006

To Whom It May Concern:

This letter talks about the bad impact that the expansion of Fern Valley Road and Hwy. 99 in Phoenix, OR. will have on my family and business.

Wisdom Signs is a family owned business in Phoenix OR. We pride ourselves in design and production of all types of signage for residential and commercial businesses all over the Rogue Valley. Our Business is easily accessible from the freeway and Hwy. 99 which makes it so easy for our regular customers and new customers to get to us.

Impacts to our business:

- Traffic will decrease on Fern Valley Road up to 50% or more. Our business will lose visibility and cut our growth in half.
- The culdesac that is proposed on Fern Valley Road will be confusing and encourage speeding. People will see Hwy. 99 but not be able to get to it so they will cut through parking lots in favor of turning around.
- The large Median on Hwy. 99 will prevent people from turning across traffic into businesses. Decreasing business up to 40%.
- 50% loss in traffic effects development potential or resale of the property.

This proposal for Hwy. 99 and Fern Valley Road will push long time Phoenix businesses out of Phoenix, or shut them down all together. We challenge ODOT to follow their goals as stated on their website. Wisdom Signs asks that the department revise all of their proposals of this project to meet the businesses and property owners needs not just their needs.

John Deller
Business Owner

February 13, 2006

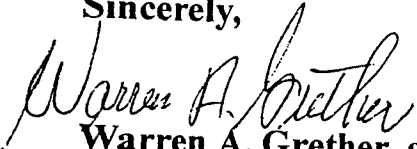
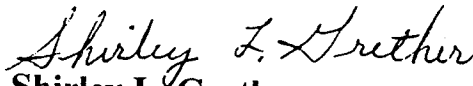
To Whom It May Concern:

As the Owners of the property located at 457 Bear Creek Drive, Phoenix, Oregon, We strongly oppose the planned expansion of Highway 99. The proposed widening of Bear Creek Drive will take much of the already limited parking space at that address.

This property is now rented to Leone Holden, CPA. Adequate parking is vital to her business, the loss of which will surely impact her drive up clientele. The proposed median will also be a hindrance to South bound traffic making a left hand turn. It is important to us that she continue to build her business there. The rental of this property is an important part of our retirement income.

We are concerned that widening 99 and adding a median strip will create a safety hazard for the community of Phoenix and be a detriment to the majority of the business owners who have spent a life time developing their Businesses and building their lives there. We join with all other business and property owners in insisting that ODOT revise its plans. The safety and well being of the citizens of Phoenix are at stake. We urge ODOT to make changes that will be supportive to existing businesses.

Sincerely,

 
Warren A. Grether and Shirley L. Grether
Property Owners

February 13, 2006

From: Mrs. Rosemary Cook
4069 S. Pac Hwy #21
Medford, Or 97501

To: City Council

To Whom it May Concern,

I am writing in regards to the Phoenix Interchange maps that have been in the Newspaper and on the internet lately.

I would like to point out that most of the people in our park are elderly and many must walk to the store and drugstore and making Hwy 99 wider and the interchange come so close to our homes would cause a real hardship on those who must be walking in this area.

I also am aware that Mercy Flights and the Fire Dept would have a harder time getting into our park if they could only get in one way.

I am concerned that everytime those of us who do drive, want to go to the store, we will have to always turn right and go down quite a ways in order to turn around and be able to get to the busines' that are in Phoenix.

I would hope that whatever you decide to do will not make the mess of this end of town that has been made at the North Medford interchange. I try to not drive to that end of town anymore than I have to, and try to do business where I will not have to go near that interchange.

I hope you will take some of these matters into consideration when you make your decisions.

Sincerely,

Rosemary Cook

Henry's Foreign Automotive Service & Sales, Inc.

4586 S. Pacific Hwy

Phoenix, OR 97535

541-535-1775

February 6th, 2006

To Whom It May Concern:

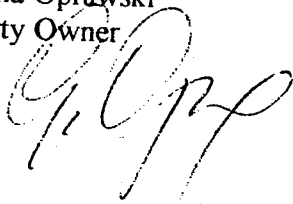
This letter describes the negative impact that the expansion of Highway 99 in Phoenix, OR will have.

I am the owner of the well established Foreign Car Service in Phoenix. We provide full service for European cars such as Mercedes, BMW, Jaguar, Volvo, Audi, Rolls-Royce, Land Rover etc. The massive construction will prevent easy access to our business.

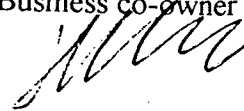
I believe that this project will destroy livability of City of Phoenix. Little town infrastructure with flourishing small businesses will be replaced by Big concrete desert with fast moving cars, just in transit.

As business owners, we appreciate that change is necessary. However, such change should support, rather than harm community resources. We insist that ODOT change its plans to be more supportive of the community, and be consistent with its own stated goals and objectives.

Grazyna Oprawski
Property Owner



Slawomir Krolak
Business co-owner



To Whom It My Concern

As the the owners of The Village at Bear Creek DBA Bavarian Inn Motel, We have grave concerns over the ODOT proposal.

First, it appears our property would be completely eliminated from the community of Phoenix causing us great economic harm.

Secondly, We began extensive and expensive upgrading to the property to ensure our future.

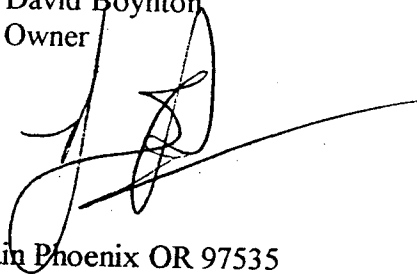
Thirdly, We began expending time and effort meetings with land use planner, consultants and architects to develop The Village at Bear Creek on the acreage available. Plans have included possibilities such as mixed use and rezoning for affordable housing for senior citizens, taking advantage of the green way and Bear Creek frontage.

The ODOT proposal must consider carefully ramifications due that such a catastrophic expansion will have on the displacement of such valuable land resource so needed in this up and coming community.

Peter Walton
Owner



David Boynton
Owner



656 Main Phoenix OR 97535

P0 Box 443 Talent OR 97540

541-890- 2360

February 7, 2006

To Whom It May Concern:

This letter is to describe the negative impact that the "proposed" expansion of Highway 99 in Phoenix, will have on my business if completed as planned.

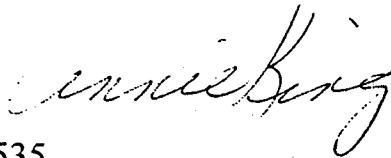
I have owned my Café for four years and have seen a large growth in customer base. I started out with just the local Phoenix residence but word of mouth as help my business tremendously and I now have customers coming as far away as Yreka and Grants Pass to the North.

These are a few of the negative impacts the construction will have on me:

- The proposed median will prevent easy left-turn access to my customers. Reliable estimates indicate such medians decrease business up to 40%. People want convenience and will find other restaurants that are easier to reach.
- The plan encourages increase in speed.
- The massive construction will prevent easy access for a large amount of time. Once again people will go where it will be easier to get to.
- This plan will cause much traffic in residential areas and near schools.
- It will be harder for emergency vehicles to reach our business if needed.

The proposed Highway 99 expansion will do great harm to my business as well as the downtown businesses in Phoenix. We join all the other businesses and property owners to insist that the department revise its plans and to consider the damage to a lot of businesses and property owners.

Annie King
Annie's Café
723 North Main
Phoenix, Oregon 97535
541-535-3666



February 7, 2006

To. PHOENIX ASSOCIATION OF BUSINESS & PROPERTY OWNERS

Re: Individual letter of Impact

ODOT's suggested changes will drastically affect us not only financially but personally as well. We have lived here in Phoenix on 99 for over 35 years. We are retired and past the point of re-locating or re-building. We sold our business. Our property and home is our investment and financial security. If ODOT's present plans are finalized there will be a subatancial negative effect on all property value. "Take it or Leave it." We hope that others, like us, will not just be ignored and swept aside.

The medium strip and widening of 99 from 5 to 6 lanes (?) appears to be one of the major issues. This would not only cut further into the properties on both sides of 99 but would eliminate safe access to either/or North and Southbound traffic. In other words, you can't cross the street. The irreparable harm to businesses and residences all along 99 is obvious and the existing main part of town will be completely destroyed.

Of more immediate concern to us is the proposed "road" leading from 99, between the North side of the Phoenix Motel and across our property, down toward the Greenway Bike Path, dead-ending at the townhouse complex. This would be like a railroad track running through your living room. Keep in mind the road drops sharply in elevation from 99 down to a tract of land that is a designated FLOOD PLAIN. It's not feasible for ODOT or anyone else to build over or on such unstable land and I believe Bear Creek itself has a "say" in this matter.

There are many points in this overall plan that merit further investigation and discussion before final decisions are formulated and the bulldozing of properties begins.

David and Lucile Dunn
600 North Main
Phoenix, Oregon 97535

Phone: 535-3915

David A. Dunn
Lucile B. Dunn

February 14, 2006

RE: Fern Valley Road Interchange

Oregon Department of Transportation

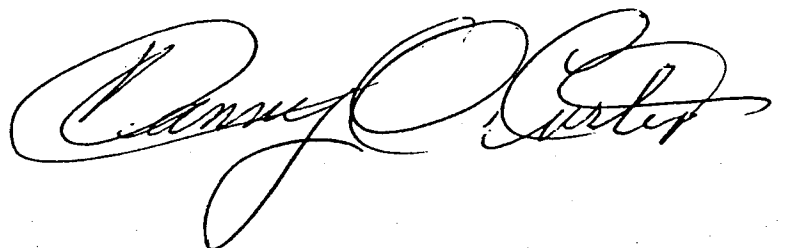
To Whom In May Concern:

This is my impact letter regarding your proposed/recommended maps for the Fern Valley Road Interchange .

I have been a resident of the Rogue Valley since 1971 and a Phoenix resident since 1989. For 35 years I have driven the streets of Phoenix, Talent, Ashland and Medford. I have watched one so called attempt after another at trying to improve the exploding traffic problem by redesigning and expanding existing on and off ramps. For 34 years I was a resident of California where I drove 18 wheelers. I was a bus driver for the Met. Trans. Authority in downtown Los Angeles. When I came to the Rogue Valley I was fortunate enough to get on the Ashland Fire Department, where as an engineer I drove and operated fire engines and ran ambulance calls. I have an appreciation for what works and what does not work when it come to traffic. Dividing Highway 99 in downtown Phoenix is not the answer. Just as it was not the answer for the Texico Station on the east side of the freeway where business dropped off by an estimated 40% after the ODOT median was installed. The right turn only lane from Bolz Road, as you leave the post office, has had the negative affect of an estimated 50 or more unwanted drop by turn arounds at Phoenix Automotive Center's already limited space. Your proposal of not only placing a center divider on Highway 99 but also widening it, will not only deny access for half of the traffic to that business but will reduce its already limited space. The proposed maps are the result of trying to solve South Medford's traffic mess. Now that is a negative!!! Being the device through which South Medford's excess traffic is flushed is not the answer - more exists, correctly located is. Putting a major freeway interchange at Phoenix to satisfy the expected Home Depot traffic will have an instant and lethal affect on Phoenix.

I am glad we caught you so early in the process because it is not too late to change. Your aspirations for Phoenix are not ours. Our partnership needs to be renegotiated and until it is, this process needs to come to a screeching halt.

Dan Curtis
510 S B Street
Phoenix, Oregon 97535

A handwritten signature in black ink, appearing to read 'Dan Curtis', written in a cursive style.

2/7/06

Oregon Department of Transportation
100 Antelope Rd.
White City, Oregon 97503

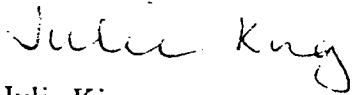
To whom it may concern;

As a Phoenix resident and property owner and an employee of an affected business (Exclusively Cats Veterinary Hospital), I am writing in opposition of the proposed highway 99 expansion plans for Phoenix, Oregon.

The plans as they are presented would considerably restrict access and limit visibility to ours, as well as any other remaining businesses.

My concern is for our clients transporting their cats to and from our hospital.

I join the other concerned citizens, property and business owners in opposing the proposed plans and urge ODOT to revise their plans to enhance not destroy the businesses and community of Phoenix.



Julie King
Office Manager, Exclusively Cats Veterinary Hospital
Phoenix property owner and resident
P.O. Box 1199
Phoenix, OR 97535

Robert M Magruder
PO BOX 489
Phoenix, OR 97535

February 6, 2006

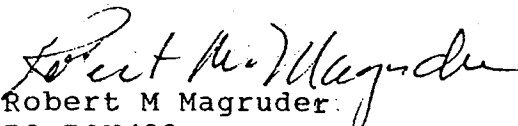
ODOT
Phoenix City Council
Phoenix Planning Commission
Phoenix OR 97535

re: Hwy 99 and I-5 interchange realignment

As a Phoenix property owner I am concerned about the proposal to widen and place a median on Hwy 99 through Phoenix. As I understand the proposal it will force clients to travel on surface residential streets to access our commercial property. It also seems to force more rather than less traffic into the Phoenix business area as well as displacing existing businesses and requiring more lane shifts to access the businesses, if any, that are left.

If this is to enhance safety then what are the left turn accident statistics on Hwy 99 through Phoenix? What are the proposals' statistical models to enhance safety?

Finally I feel that the current proposals will destroy rather than uphold the existing commerce in Phoenix.


Robert M Magruder
PO BOX 489
Phoenix OR 97535

TO WHOM IT MAY CONCERN:

I'M KEN MANAGER AT PHOENIX GAS STATION
AT 608 N. MAIN ST. PHOENIX OREGON,

OUR LOCATION IS EFFECTED BY BOTH
FURN VALLEY INTERCHANGE PLANS. WE OPPOSE THE PLANS.
IF IMPLEMENTED PHOENIX GAS WILL BE FORCED
TO CLOSE BUSINESS, THUS LAYING OFF WORKERS
BECAUSE OF LOSS OF PROPERTY WHERE BUSINESS STANDS.
WE SUPPORT OUR COMMUNITY SO LOSS IS MORE THAN
MONETARY. AS MANY OTHER BUSINESSES IN PHOENIX.

IF WE WERE ABLE TO REEVALUATE OTHER
PLANS OR MAKE NEW PLANS, WE ARE CERTAIN THAT
ONE COULD WORK FOR PHOENIX THAT SOLVES BOTH
TRAFFIC PROBLEMS AND IS SUPPORTIVE OF ALL
BUSINESSES AND RESIDENCES IN PHOENIX.

THANK YOU FOR YOUR TIME

KEN HANKS
MANAGER PHOENIX GAS

608 N Main St
Phoenix 97535

February 7, 2006

To whom it may concern,

As an employee of Exclusively Cats Veterinary Hospital, I strongly oppose the proposed expansion of highway 99. We would surely lose business during the construction and the location of our business places us directly on the road without a parking lot. We would have to move or close down permanently.

If the proposed highway expansion does not change, the majority of the friendly local businesses will be forced to close, doing a lot of emotional and financial damage to business owners and their employees.

Our business community is united in opposing the expansion of highway 99. Please consider being more supportive of us and change the plans to improve rather than hurt our town. With the current plans, I cannot see any advantages of having the new road in place. Please reassure me as to why this is a good move for Phoenix or change the plans to accommodate your citizens.

Thank you,



Andria Truax

Exclusively Cats Veterinary Hospital
PO Box 1199
Phoenix, OR 97535

To Whom it may concern,

I am a concerned citizen who is opposed to the expansion plans for Highway 99 because it will hurt the business of Exclusively Cats Veterinary Hospital which will be affected due to the lack of highway access during and after construction. I do not want to look for another job I enjoy my job as a Veterinary Technician.

Sincerely,

Shannon L Campbell

P.O. Box 1199
Phoenix OR 97535

2-0-06

As a concerned citizen of Phoenix Oregon I oppose
the expansion plans for Highway 99

I could be out of work in the Phoenix Shopping Center

My main Transportation is Bicycle and it will
make it difficult for me to get to work

I do enjoy working at Exclusively Cats
Veterinary Hospital

Sincerely

Rodney Sinclair

P.O. Box 1199

Phoenix, OR 97535

ROYAL OAKS MOBIL MANOR

4069 South Pacific Highway

Medford, Oregon 97501

Phone 1-541-535-1422

Fax 1-541-525-2092

TO: O. D. O. T.

TO WHOM IT MAY CONCERN;

PHOENIX INTER CHANGE:

The impact that by putting a Meridian on South Pacific Highway, would be that Emergency Vehicles would not be able to turn into the Park as they come from Medford and they could not make a left turn to enter the Park if the Meridian is in place. This is a Senior Citizen Community, average age in the Community is mid 60s to 80 years of age. These folks need a Quick Response in an Emergency. Mercy Flights and Fire Department come from Medford and would not be able to make a left turn with the Meridian there, causing a delay in there response in Emergency.. There are over 200 Residents in Royal Oaks Mobil Manor, I know that I can speak for the residents in here. This project would put a real hardship on them. These folks like to shop in Phoenix as it is close , lots of folks have to walk to get to the stores and by widening and putting a Meridian on South Pacific Highway would put them in grave danger with the extra traffic it would cause.

Rudy Smith 2/13/06

RUDY SMITH

Res. Mgr.

ROYAL OAKS MOBIL MANOR

02/06/2006

Oregon Dept. Of Transportation
100 Antelope Road
White City OR 97503

Re: Negative impact of the Fern Valley Interchange and
the Highway 99 Expansion in Phoenix Oregon

To Whom it may concern:

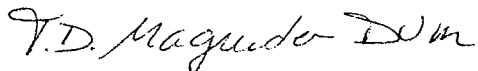
As the veterinarian and owner of Exclusively Cats Veterinary Hospital in Phoenix OR, I oppose the current I-5 Fern Valley Interchange proposal(s) and the expansion of Hwy 99 with medians because it will decrease visibility and access to my business. For 15 years, Exclusively Cats has been the only Feline Veterinary Hospital in the Rogue Valley. Our clients come from Medford, Ashland, Phoenix, Talent, Central Point, Grants Pass, Eagle Point and Shady Cove.

During construction, if it happens, I have safety concerns for my clients as they transport their cats to and from the hospital.

As a taxpayer, I am concerned that ODOT's recent construction at the Fern Valley I-5 interchange and the re-alignment of North Phoenix Road does not seem to be cost effective. The recently completed changes to Fern Valley Road and the I-5 interchange which include traffic lights and median strips are inadequate, but could be improved. Using the current road improvements ODOT could widen the Fern Valley/I-5 overpass bridge, remove the medians that currently impede passenger and heavy truck traffic and create turning lanes onto South and North I-5. To accommodate the increased traffic flow the Bear Creek Bridge could also be widened.

I join the other concerned citizens, business and property owners in opposing the proposed Highway 99 expansion in Phoenix Oregon.

Sincerely,



T. D. Magruder, DVM
Exclusively Cats Veterinary Hospital
PO Box 1199
Phoenix OR 97535

Feb 7, 06

To Whom It May Concern,

My name is Ginger Venson & I am the owner of a mom & pop small gas station that has been part of Phoenix One for approximately 50 years.

I also live in the house behind the station & the ODOT plans for expansion will not only take away my income from the station, but I will also lose my home of 30 years.

I get an awful lot of people that turn left for gas off 99 Hwy. & then make the left back onto the Hwy. to go into Phoenix & the median strip will take away an awful lot of the business.

I know something has to be done but there has to be other alternatives

Phoenix Gas
Ginger Venson
608 N. Main
Phoenix One
97535
535-4164

2-10-06

LETTER OF IMPACT
BEAR CREEK TOWN HOUSE OWNER
AND SPOKESMAN FOR OTHERS IN OUR
UNITS"

OUR CONCERNS"

- 1- PROTECTING THE BUSINESSES THAT WE USE ON AN EVERYDAY BASIS. THIS WILL FORCE US TO MERFORD. THIS IS NOT WHAT WE WANT!
- 2- PROPERTY VALUE - ACCORDING TO ONE PAPER BOARD MEMBER AND ON THE C. A. C. BASED THIS WILL HURT OUR VALUE (PROPER
- 3- THE IMPACT OF NOISE - FUELS FROM THE TRAFFIC BEING SO CLOSE. OUR PRIVILE
- 4- LIMITED ACCESS TO WHAT LITTLE BUSINESS WE'LL HAVE LEFT - NOT TO MENTION THE EXTRA TRAFFIC COMING DOWN OUR WAY TO GET TO THE MERCHANTS

#5 > NOT TO MENTION NO! ENHANCEMENT TO
OUR COMMUNITY!

"CONCERN"

WHAT IS THE CITY COUNCIL & MAYOR
GOING TO DO TO STOP THIS? OR A SOLUTION
THAT BENEFITS ALL OF US WHO LIVE HERE
IN OUR GREAT LITTLE TOWN OF PLEASANT.

THIS IS A COMPLETE CLUSTER AND I
CANNOT BELIEVE THE PEOPLE WE PUT OUR TR
IN HAS LET IT GET THIS FAR" !

ROD PLEASANT
B.C.T.H.A. PRESIDENT

February 3, 2006

To Whom it May Concern:

My name is Marsha Hultsman, sole proprietor of AJs Treasures N Gifts, & Crafters Mall at 4149 So. Pacific Hwy. Unit F.

This letter is to tell you how shocked I am at what you propose to do to the City of Phoenix. How can you just arbitrarily come in and tell the citizens and business owners of a city that you are going to ruin them. My store is located between the Salvation Army and Curves. We opened on Sept. 6th, 2005. I would not have gone into debt to open a store in Phoenix had I known ahead of time that the DOT would come in and tear me down. I'm sure Jack in the box would not have built where they did either.

This will affect not only me as I have approx 45 vendors with their own little "store" in my store. I can't tell you the negative impact this will have on all of us. I take care of my 87 year old blind mother and I cannot lose my house at this time because of your sudden decision to ruin my business. This will have such a serious negative impact on the whole city. There HAS to be a better way!

ALL of the business people and citizens of this City should have received some form of communication informing them what you needed to do and asking for input as to what options to suggest. Instead we get the words, there is no negotiation with the divided street option? We do not live in Russia YET, but it is coming very close to it from what I am getting on this subject. We already have two lanes each way thru town, why do we need to tear out all the business's and put in an island that will not allow patrons to get from one side of the street to the other?

I am telling everyone I know that you want to destroy an entire town. I hope we can get you to change your plans.

Sincerely

Marsha Hultsman
AJs Treasures N Gifts, Inc.
541-512-0133

HAIR TODAY
Phoenix Shopping Center

February 10, 2006

Re: Fern Valley Road Interchange

To Whom It May Concern:

The ODOT planned expansion for Highway 99 in Phoenix will seriously damage my business and may force me to close.

I operate a hair salon in the Phoenix Shopping Center. You are planning to destroy over 28 businesses and 7 homes. My business will suffer irreparable harm. Besides the people who are employed by these businesses who come to my shop, I will also lose the business of the people who come here to shop at these destroyed businesses. These people are my regular customers - they will go elsewhere. The median will also block access to the shopping center that will cut in half the flow of customers who can easily get to my shop.

What kind of plan would force traffic off the freeway down Bolz Road right into a school zone. I join every citizen, business owner and property owner in opposing the current proposed maps. Please save our town from dying. Go back to the drawing board and listen to the input from the people who were not informed and deserve the right to speak out about what will happen to their community.

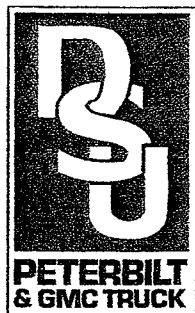
Diana Thomas
Hair Today
P O Box 380
Shady Cove, OR 97539

Diana Thomas

Fern Valley Interchange
Phoenix, OR

- 1) The congestion that I encounter is primarily caused by having only two (2) lanes on the bridge over Bear Creek, two (2) lanes on the I-5 overpass, and by trucks slowing to enter the fuel islands at Petro.
- 2) My suggestion is to widen Fern Valley Road to four (4) lanes, plus a left-turn median lane, extending from the intersection of Hwy 99 to N. Phoenix Road. A traffic signal at the intersection of Fern Valley and N. Phoenix Rds should be added. The left turn median lane would allow traffic to turn into businesses without impeding traffic going straight ahead, and would give emergency vehicles access and room to pass other vehicles.
- 3) Widening Hwy 99 and other changes suggested by ODOT will do nothing to relieve congestion at this interchange. The only relief of the traffic count would come about if another interchange at S. Stage Road were to be created.

Bob & Janet Clement
PO Box 208
Phoenix, OR 97535



February 27, 2006

To whom it may concern:

Interstate Five Investors owns 14 acres of land including the property leased by DSU Peterbilt & GMC, Inc. and we oppose the ODOT design proposals for replacement of the Fern Valley Road interchange.

ODOT stated in the Phoenix meeting on February 15th 2006 that one of the most important facets of the design was to enhance truck freight flow and truck traffic. The current designs will make truck traffic flow to both the Pear Tree Truck stop and DSU Peterbilt & GMC all but impossible.

The proposed designs also eliminate the development of acres of our property that are planned to provide services and tax revenue to the area.

We believe that a 4 lane interchange in its current configuration, incorporating left turn lanes for freeway entrance, increasing the width of North Phoenix Road to 4 lanes from the Home Depot property south to the intersection with Fern Valley and construction of a South Stage Road interchange will eliminate traffic issues for 20 years into the future.

As taxpayers we have seen the cost overruns at exit 30 on I-5 and do not want to see our tax dollars wasted this way. The actual cost of the exit 30 project has more than doubled and still is not completed.

We believe that further review of the current designs and incorporating input from the business community, the goals of ODOT and the businesses in the area can be accomplished.

Sincerely,

Jan W. Yost
President
DSU Peterbilt & GMC, Inc.
Partner
Interstate Five Investors

Mar 2, '06

Attn: Art Anderson; ODOT

As a member of the Phoenix Business and Property Owners Assn. we had mixed emotions after the joint meeting with ODOT.

Although the meeting went off without a lot of rancor-- there were many questions that were answered in a way that would leave us asking, "What? When? Where? and How?."

One of the things that bothers us the most is the waiting to hear the other shoe drop. There is very little any of us can do in the way of planning until a definite plan is laid out.

Of course, the path of least resistance -- and the least painful would be to do nothing. Too many businesses are in Harm's Way from which most will never recover. The least damage a divider down the center of "99" would be to cut their income and Property in half. That's unacceptable!

Now--the possibility that an access road could be run between our property --Water Lot 26-- and The Phoenix Motel --Water Lot 25. That would cause irreparable damage to both Properties and the values of both would be catastrophically slashed--and in our case cut deeply into our retirement plans and income.

There is a vacant lot next to the motel (on the so. side) which, with a little planning would be quite suitable and a whole lot more reasonable.

Let us hope that this letter will help you see things from our view-point when you start again from "square one" !

David & Lucille Dunn

February 24, 2006

Senator: Alan Bates
Representative: Peter Buckley

Gentleman:

Thank you for taking time from your pressing duties to allow the citizens of Phoenix and its surrounds to share their concerns about ODOT's published solutions to the anticipated traffic problems that will result from the projected development of the Fern Valley, I-5 interchange area.

Sirs, traffic in our area is a regional problem. The city of Phoenix and its environs should not be expected to sacrifice its businesses, homes, properties and quality of life to solve this problem alone. Our Southern Oregon Region is being developed very rapidly and with the recent reaffirmation of measure 37 the pace will accelerate.

We would request your assistance in obtaining from ODOT, a written explanation of the following before they consider their tentative proposals as "set in stone" and change our lives forever.

1. Why not reopen a study of the feasibility of an interchange that would connect I-5 and Hwy 99 with South Stage Road? Proposed major development in the area both east and west of I-5 within the Medford and Phoenix urban growth boundaries will undoubtedly have a very serious impact on traffic that flows along North Phoenix road*. A South Stage Interchange could help alleviate very serious problems that could negatively impact any improvement made to the Fern Valley Interchange and Hwy 99 through Phoenix.
2. Is the proposed modification of the Fern Valley Interchange and concomitant alterations of Hwy 99 leading into and through the city of Phoenix and environs a regional solution to a serious problem or simply a band aid measure leaving permanent scarring?

We sincerely appreciate the consideration you have shown by your willingness to listen to our concerns. We would gladly provide you both with a tour, at your convenience, of the areas that would be affected by ODOT's proposals for modifications of the Fern Valley Interchange Hwy 99 and properties impacted.

Again Thank you,

Don Mitchell Eunice Mitchell

Don & Eunice Mitchell

*Medford Mail Tribune February 23, 2006

Phoenix is a small town with a small town personality.

Recently there has been an influx of small shops & businesses to bring the community even closer together.

We are losing the small towns across America.

Please find another way to make your changes.

Thank you
owner Ann DeWier
of The Willow House
(Eldercare home)