

# PASSED

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY  
STATE OF OREGON

|  |  |
|--|--|
| <b>ORDER NO.</b><br><br><b>02-3-13-4</b> | ) IN THE MATTER OF APPROVING A PROJECT DESIGN<br>) CONCEPT AND ACQUIRING FEE OR OTHER<br>) INTERESTS IN PORTIONS OF CERTAIN REAL<br>) PROPERTIES FOR IMPROVEMENT OF IRVINGTON<br>) DRIVE, MP 0.00 TO MP 1.47, BASED ON THE DESIGN<br>) CONCEPT IN EXHIBIT A; AND AUTHORIZING STAFF TO<br>) PREPARE A RIGHT-OF-WAY PLAN NECESSARY TO<br>) CONSTRUCT THE ROAD, PURSUE ALL NECESSARY<br>) PLANNING ACTIONS, ACQUIRE RIGHT-OF-WAY AND<br>) PREPARE PLANS AND SPECIFICATIONS FOR<br>) IMPROVEMENT OF SAID ROAD. |
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**WHEREAS**, improvement of ,Irvington Drive, MP 0.00 **TO** MP 1.47. CIP Project #3195-1. has been approved for funding through adoption of the **FY** 2001-02 through FY 2005-06 Capital Improvement Program; and

**WHEREAS**, special assessments shall be levied for urban improvements as outlined in Lane Code 15.600 through 15.645; and

**WHEREAS**, Lane Manual 15.580 establishes a process for citizen involvement for individual road improvement projects; and

**WHEREAS**, a public hearing was held on October 17, 2001 to consider improvement of this portion of Irvington Drive; and

**WHEREAS**, on November 28.2001 the Roads Advisory Committee reviewed the public meeting record and the report prepared by County staff, and adopted recommendations and findings specifying a design concept for Irvington Drive, MP 0.00 **TO** MP 1.47; and

**WHEREAS**, the recommendations and findings were mailed to property owners within the project area; and

**WHEREAS**, The Board held a hearing on March 12, 2002 to consider the Roads Advisory Committee's recommendation; and

**WHEREAS**, the Board has determined it is necessary and in the public's interest to acquire fee or other interests in certain properties, as listed in EXHIBIT B, attached hereto and made a part here of, from owners and others as their interests may appear of record to serve the needs of Lane County, and that the public welfare will be benefited by the improvement of said public improvement and the Board being fully advised; and

**WHEREAS**, the Board has concurred in the necessity of the improvement and believes that the proposed project is most compatible with the greatest public good and the least private injury; **NOW THEREFORE, BE IT**

**ORDERED**, that the Board approve the project design concept identified in EXHIBIT A for the improvement of Irvington Drive, MP 0.00 **TO** MP 1.47, based on the findings in EXHIBIT A; **AND, BE IT**

**ORDERED**, that the Board delegates authority for determination of all other project design standards not identified in the design concept, and exceptions to design standards, to the County Engineer consistent with this Order; **AND, BE IT**

**ORDERED**, that staff prepare a right-of-way plan necessary to construct the road; pursue all necessary planning actions; acquire right-of-way and prepare plans and specifications for improvement of Irvington Drive, pursuant to this order, **AND, BE IT**

**RESOLVED**; that under authority granted in ORS Chapter 35 and consistent with ORS Chapter 281, that there exists a necessity to acquire and immediately occupy real property in order to improve Irvington Drive to serve the needs of Lane County for the general use and benefit of Lane County; **AND, BE IT**

**RESOLVED**, that the cost of the improvements be assessed to the benefiting properties in accordance with the Lane County Special Assessment Policy as outlined in Lane Code Chapter 15 and **ORS 371.625 and 371.640**, which states that the cost of assessable items be assessed to the abutting properties on a cost per front foot basis which is determined in the following manner: curbs and gutters by the linear foot; sidewalks by the square yard, excluding driveway sections and driveways by the square yard; plus engineering and administrative costs; **AND, BE IT**

**ORDERED**, that the Director of Public Works Department investigate the proposed improvements and present a report to the Board of County Commissioners as specified in **ORS 371.625; AND, BE IT**

**RESOLVED AND ORDERED**, that the Director of the Department of Public Works or the Director's representative is hereby delegated the authority to purchase the necessary real property in accordance with Lane Manual chapter 21 and to execute related instruments to accomplish the property acquisition. If Lane County is unable by negotiations to reach an agreement for the acquisition of the necessary real property rights, the Office of Legal Counsel of Lane County is hereby authorized to commence and prosecute in the Circuit Court of Lane County, in the name of Lane County, any necessary proceedings for the condemnation and immediate possession of necessary real property rights and for the assessment of damages for the taking thereof.

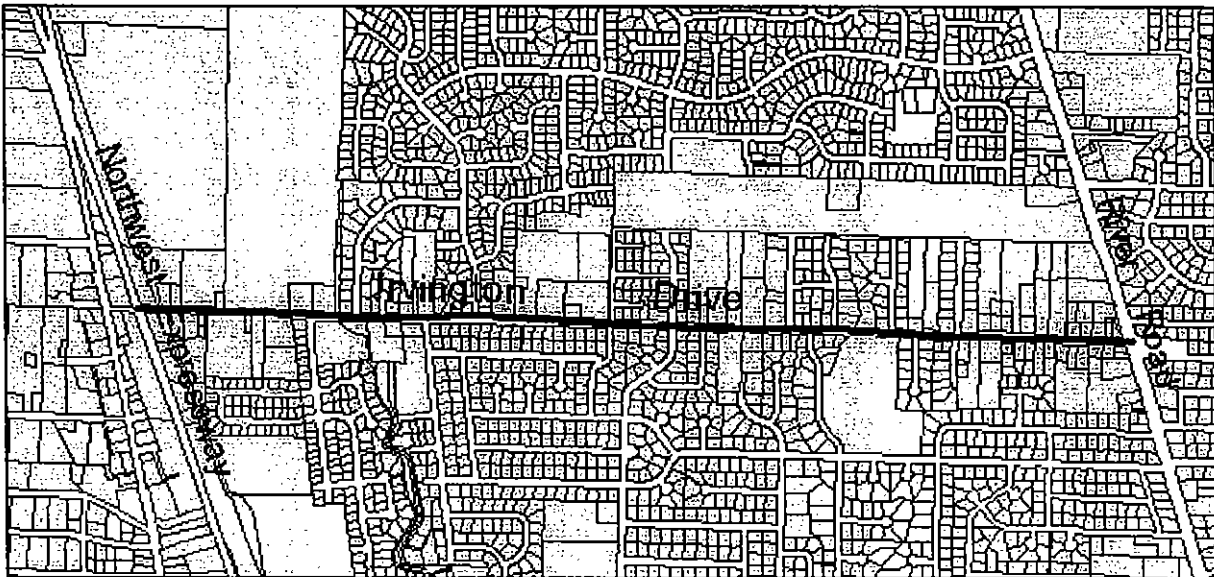
**DATED** this 3rd day of April 2002.

  
\_\_\_\_\_  
Chair  
Lane County Board of Commissioners

LANE COUNTY BOARD OF COMMISSIONERS  
ADOPTED DESIGN CONCEPT AND FINDINGS  
IRVINGTON DRIVE, MP 0.00 TO MP 1.47  
CIP PROJECT #3195-1  
March 13, 2002

SUMMARY OF PROJECT FEATURES

- |                           |                    |                            |                      |
|---------------------------|--------------------|----------------------------|----------------------|
| • Vehicle Travel Lanes    | - 1 Each Direction | • Sidewalks                | - 1 Each Side        |
| • Center Left Turn Lanes  | - 8 Locations      | • Pedestrian X-ing Islands | - 1 Location         |
| • On-Street Bicycle Lanes | - 1 Each Direction | • Planter Strips           | - Intermittent       |
| • Storm Runoff Collection | - Curb and Gutters | • Traffic Signals          | - Future @ Lancaster |



**Project Vicinity Map**

BACKGROUND

Irvington Drive, M.P. 0.00 to M.P. 1.47, is an Urban Minor Arterial that connects River Road to Northwest Expressway and Prairie Road. The proposed project is identified as an urban standards project in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) and has been programmed in the County's Capital Improvement Program (CIP). It is budgeted in the CIP for construction in the 2002-2003 fiscal year at an estimated cost of \$3,600,000 for construction and \$360,000 for right-of-way acquisition.

- Public Process - The Lane County Board of Commissioners appointed a Stakeholders Group comprised of residents, users and interested parties to help shape a design concept to be presented to the public. This group met five times from April to August 2001 to work out specific details of the project. The Stakeholders worked with county staff to improve the project design and reduce the impact of the project on adjacent properties. Of the 10 members of the Stakeholder Group, five were either residential or institutional residents

along Irvington Drive. The Stakeholder Group developed the design concept contained herein.

In accordance with Lane Manual Section 15.580, The Roads Advisory Committee held a Public Hearing on October 17, 2001 to gather feedback and testimony regarding the proposed project. Aerial photos, maps and typical roadway sections were available for review. Comment and information sheets were handed out and the record was held open until Friday, October 26, 2001. A total of 43 comment sheets and letters were submitted in conjunction with the hearing.

On November 28, 2001, the RAC approved a design concept for the subject road. According to County procedures for public involvement, the RAC's "Recommended Design Concept and Findings" document was mailed to abutting property owners and interested parties for review and comment. The Roads Advisory Committee recommended the 3-lane typical section shown on page 3 for the entire length of the project which incorporates the stakeholders' 45-foot pavement width, but drops planter strips for the continuous center turn lane.

Lane Manual provisions call for an additional Board hearing when 50% of adjacent owners object to the RAC recommendation. There are one hundred fourteen (114) property owners abutting the proposed project limits. Fifty (50) written objections were received during the 30-day Recommended Design Concept and Findings review period not meeting the Lane Manual provision. The Board, however, elected to schedule a public hearing on the project regardless of not meeting the 50% criteria.

On March 12, 2002, the Board held a Public Hearing on the RAC's recommended design concept to gather testimony and allow interested parties to appear before the Board. The Board deliberated on March 13, 2002, and adopted the design concept forwarded by the Stakeholders Group and contained herein.

#### DESIGN CONCEPT ADOPTED BY THE BOARD MARCH 13, 2002

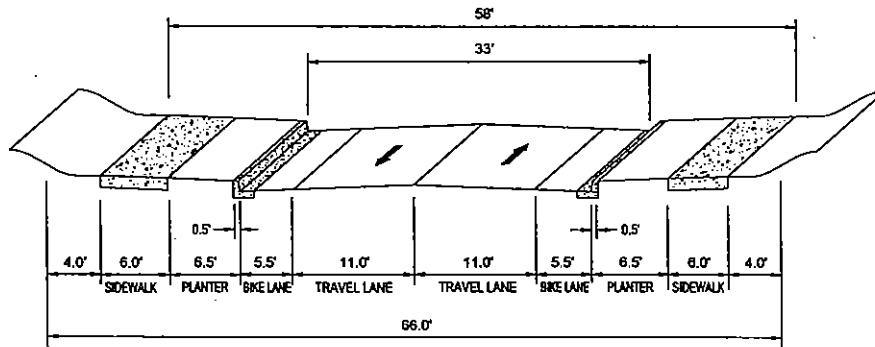
- **Typical Section** - The proposal is to reconstruct the existing two lane rural roadway to include a 2-lane design with urban improvements and turn lanes at selected intersections. Existing pavement width will be increased from 24 feet (7.3 m) to 33 feet (10 m) or 45 feet (13.7 m) depending on location of center turn lanes. The design maintains a constant right-of-way footprint by using setback sidewalks with a planter strip in 2-lane design areas and then dropping the planter strip to create the 3-lane design at selected intersections. Drawings of the typical sections are shown on the next page.
- **Alignment** - The project alignment will be generally centered on the existing roadway centerline. Some deviation from the legal centerline is proposed to minimize right-of-way acquisition and proximity impacts to adjacent properties.
- **Right-of-Way Widths** - The existing right-of-way width varies from 40 feet (12.2 m) to 70 feet (21.3 m). A minimum of 66 feet (20 m) is needed along the entire project length to accommodate the proposed typical sections.

- Standards - The project shall be designed in accordance with the 2001 American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy On Geometric Design of Highways and Streets*. Traffic control, signing, and signal devices shall comply with the *Manual of Uniform Traffic Control Devices for Streets and Highways (2001)* published by the U.S. Department of Transportation - Federal Highway Administration, including Oregon Supplements.
- Design Exceptions - The County Engineer is authorized to approve design standard exceptions for features not specifically addressed in this design concept.

### 2-Lane Urban Design

River Road to Northwest Expressway

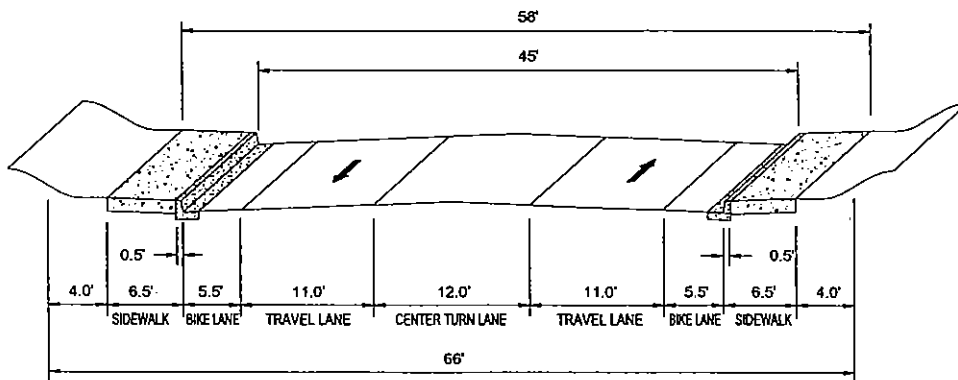
- Two 11 foot (3.3 meter) wide travel lanes (1 in each direction)
- Two 5.5 foot (1.7 meter) wide bike lanes
- Two 6.5 foot (2.0 meter) variable width planter strips
- Two 6.0 foot (1.8 meter) wide separated sidewalks



### 3-Lane Urban Design

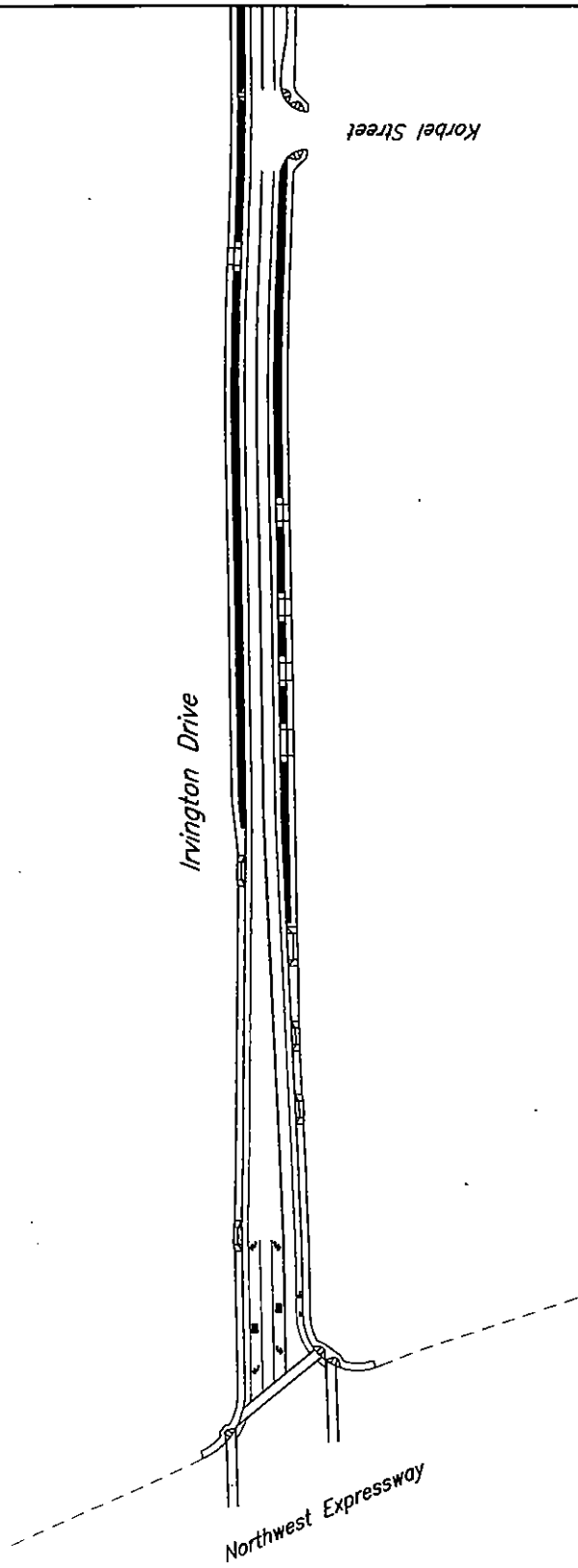
At selected intersections

- Two 11 foot (3.3 meter) wide travel lanes (1 in each direction)
- One 12 foot (3.6 meter) wide center turn lane
- Two 5.5 foot (1.7 meter) wide bike lanes
- Two 6.5 foot (2.0 meter) wide curbside sidewalks

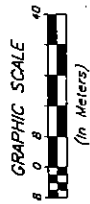




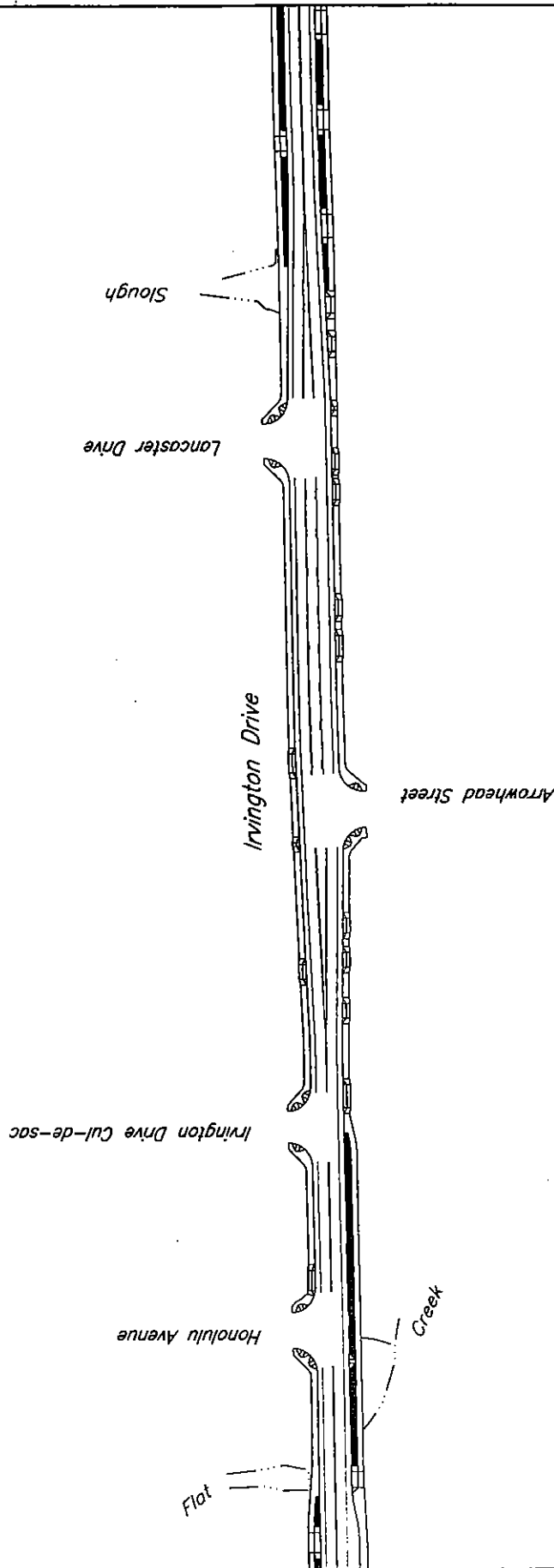
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|---|-------------|-------------|--|
| LANE COUNTY DEPARTMENT OF PUBLIC WORKS      |             | SHEET NO. 1 |  |
| IRVINGTON DRIVE<br>(M.P. 1.41 TO M.P. 0.00) |             |             |  |
| DATE  | PROJECT NO. | ROAD NO.    |  |
| MARCH 2002                                  | 3195-1      | M-3195      |  |



*Adopted Design Concept*  
*March 13, 2002*

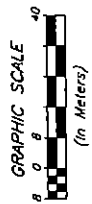


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| LANE COUNTY DEPARTMENT OF PUBLIC WORKS      |             | SHEET NO. | 2 |
| IRVINGTON DRIVE<br>(M.P. 1.41 TO M.P. 0.00) |             | ROAD NO.  |   |
| DATE  | PROJECT NO. | ROAD NO.  |   |
| MARCH 2002                                  | 3195-1      | M-3195    |   |

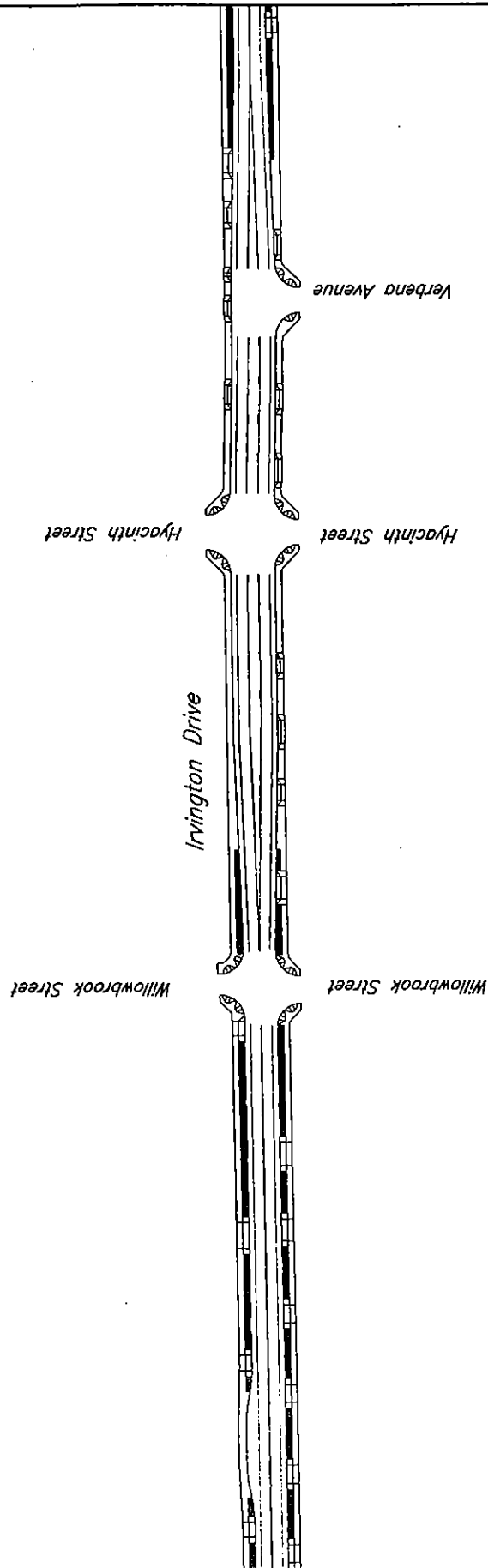


*Adopted Design Concept*

*March 13, 2002*

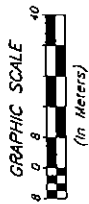


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| LANE COUNTY DEPARTMENT OF PUBLIC WORKS      |             | SHEET NO. 3 |  |
| IRVINGTON DRIVE<br>(M.P. 1.41 TO M.P. 0.00) |             |             |  |
| DATE  | PROJECT NO. | ROAD NO.    |  |
| MARCH 2002                                  | 3195-1      | M-3195      |  |

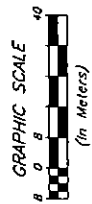
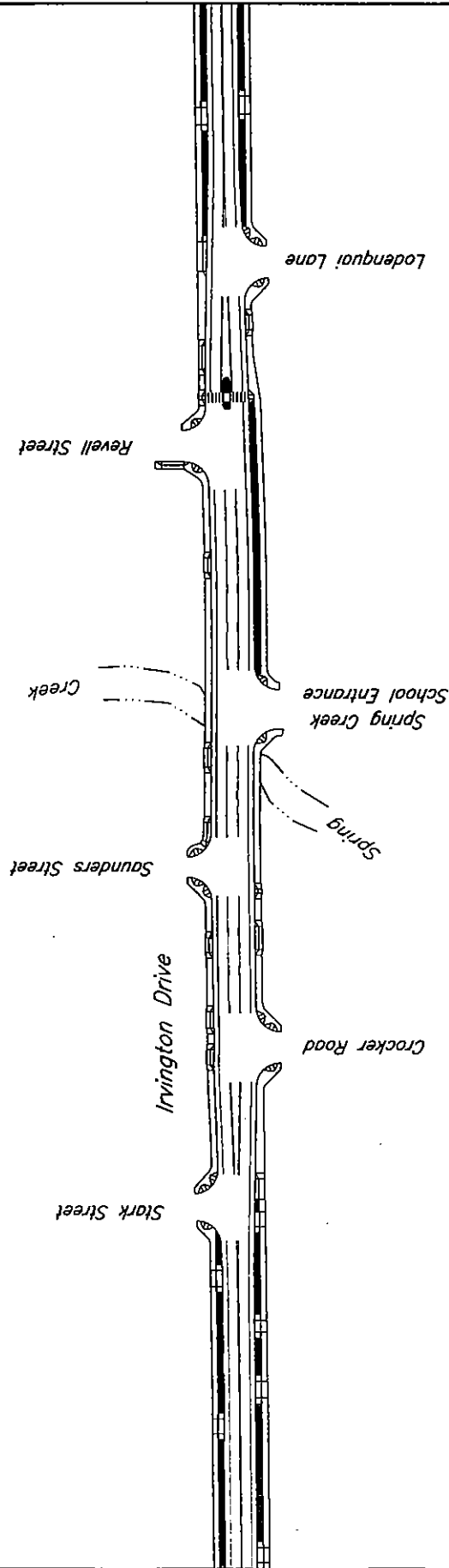


*Adopted Design Concept*

*March 13, 2002*



|   |          |
|---|----------|
| LANE COUNTY DEPARTMENT OF PUBLIC WORKS      |          |
| IRVINGTON DRIVE<br>(M.P. 1.41 TO M.P. 0.00) |          |
| DATE  | ROAD NO. |
| MARCH 2002                                  | M-3195   |
| PROJECT NO.                                 |          |
| 3195-1                                      |          |
| SHEET NO. 4                                 |          |

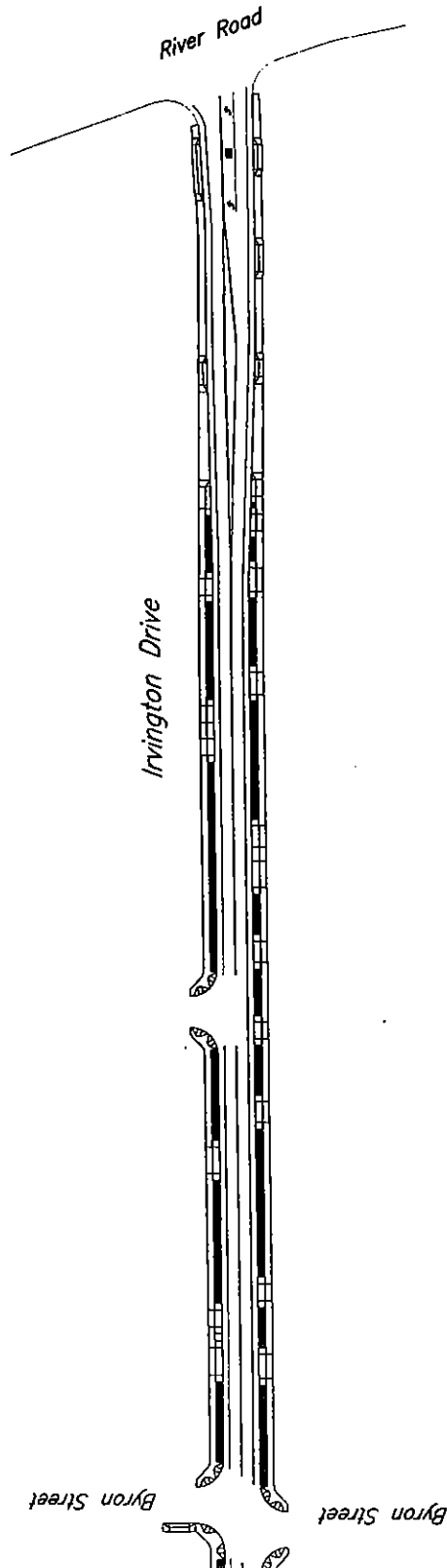


Adopted Design Concept

March 13, 2002

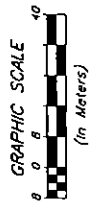


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| LANE COUNTY DEPARTMENT OF PUBLIC WORKS      |             |          |           |
| IRVINGTON DRIVE<br>(M.P. 1.41 TO M.P. 0.00) |             |          |           |
| DATE  | PROJECT NO. | ROAD NO. | SHEET NO. |
| MARCH 2002                                  | 3195-1      | M-3195   | 5         |



*Adopted Design Concept*

*March 13, 2002*



MAJOR ISSUES - PUBLIC TESTIMONY

The Board heard from 24 citizens regarding the Roads Advisory Committee's Recommended Design Concept. The issues discussed are summarized below with a summary of the Board's response.

**1. Planter strips provide a safety buffer between pedestrians and vehicles. (5 comments)**

Planter strips have been included along River Road and have been deleted from Maxwell Road and Irving Road designs. The Board sees them as an amenity that improves the neighborhood appearance and pedestrian environment.

**2. Assessing abutting property owners for these improvements is unfair. If the development of housing in the area is causing the need to improve Irvington, then those developments should help pay. (3 comments)**

The policy of Lane County is codified in Lane Code 15.610 relating to levying, collecting and enforcing special assessments. As the policy of Lane County, assessments are seen as an equitable means of recovering costs of construction from specially benefited property owners. As urban improvements are constructed along all urban streets, eventually the costs are spread to all urban property owners. People buying houses in urban subdivisions are already paying for the urban improvement costs born by the developer to prepare the lot for use.

Lane County's assessment policy only recovers costs associated with the curb, gutter, sidewalk and driveway improvements to individual properties as opposed to other agencies that may also assess for street paving and storm drainage.

The Board did not waive assessments.

**3. Plan for another route to act as the main access to the neighborhood. (3 comments)**

The Board took no action on this proposal. Irvington Drive is a minor arterial in Lane Code. The Irvington Drive project is included in TransPlan. Alternate project proposals are not included in Lane Code or TransPlan.

**4. 2-lane option is cheaper and more beautiful. (3 comments)**

The Board agrees that the stakeholder option is cheaper, more aesthetically pleasing and is more appropriate for the neighborhood.

**5. 3-lane proposal will result in higher speeds on Irvington Drive. (2 comments)**

The Department of Public Works has looked at projects of similar affect to determine if there is a link between improving a road and increased speed of traffic. The Department looked at two projects specifically, Maxwell Road and Irving Road. In

analyzing traffic speed measurements before and after construction, no statistically significant speed increase was observed.

However, the Board recognized the neighborhoods' sentiment that the 2-lane option would better reflect the desires of those that live there and are therefore adopting the 2-lane design concept.

**6. Planter strips are a bad idea. (2 comments)**

The sentiment expressed here is that the planter strips will not be maintained by property owners and will eventually look bad and will degrade the look and feel of the neighborhood.

The Board recognizes that there are options in the types of ground cover used in planting strips that can be low maintenance and still look good. The Board supports the use of planter strips on Irvington Drive in the 2-lane sections of roadway.

**FINDINGS**

- Existing Road Conditions - Irvington Drive, M.P. 0.00 to M.P. 1.47, is classified as an Urban Minor Arterial with a 80-foot planned right-of-way width in the Lane County Master Road Plan. The road connects River Road to the Northwest Expressway. The existing pavement is 24 feet (7.3 m) wide with no curb and gutter and wide, sometimes continuous, driveways. The road is currently posted with a 35 mph speed limit. Storm drainage is conveyed by shallow roadside ditches to either Spring Creek or Flat Creek.
- Average Daily Traffic (ADT) - The most recent traffic counts recorded for Irvington Drive are listed in the table below.

| <u>LOCATION</u> |                                   | <u>Year</u><br><u>2000</u> |
|-----------------|-----------------------------------|----------------------------|
| MP 0.030        | 0.030 miles W. of River Road.     | 4050                       |
| MP 0.432        | 0.030 miles E. of Crocker Road    | 3650                       |
| MP 0.976        | 0.030 miles W. of Lancaster Drive | 4950                       |

**TABLE 1 - ADT on Irvington Drive**

- Proposed Center Turn Lane - The proposal includes a center turn lane as refuge for left turning vehicles at selected intersections. Turn lane locations were selected based on recorded side street traffic volumes and anticipated growth. Based on the most current information and best engineering judgement, turn lanes are recommended for:

| <u>Side Street</u> | <u>Current ADT</u> | <u>Side Street</u>                        | <u>Current ADT</u> |
|--------------------|--------------------|---|--------------------|
| • River Road       | 20,550             | • Revell (Spring Creek Elementary School) | 180                |
| • Sanders          | 120                | • Crocker                                 | 520                |
| • Hyacinth (S)     | 370                | • Lancaster                               | 2,910              |
| • Arrowhead        | 720                | • Northwest Expressway                    | 8,150              |

- Proposed Bicycle and Pedestrian Accommodation – The Lane County Transportation Plan requires the County to construct bikeways along arterials and major collectors during reconstruction projects. The proposed bicycle lanes will accommodate bicycles, satisfying the Master Road Plan requirement. The project also includes 6-foot sidewalks for pedestrian use.

The Stakeholders discussed the use of a combined Bike/Pedestrian facility that was separated from the roadway. Public Works Department Staff developed an argument against their use as required by Lane Code, the Lane County Transportation System Plan and the Oregon Bicycle and Pedestrian Plan.

The Oregon Bicycle and Pedestrian Plan (ODOT, June 1995) specifically discusses multi-use paths next to roadways. In Part II.6.C.1, the plan discusses concerns with multi-use paths and recommends they should not be placed next to roadways for the following reasons:

- This may encourage wrong-way travel of bicyclists riding against traffic more than on-street bike lanes. Wrong-way travel by bicyclists is a major cause of bicycle/automobile crashes and should be discouraged.
- Bicyclists on the path are required to stop or yield at cross-streets and driveways. This is considered a negative impact to bicyclists that would otherwise have the same right-of-way rights as other vehicles when using on-street bike lanes.
- Stopped motor vehicle traffic on a cross-street or driveway may block the path. Another related issue is the dilemma of where to place stop bars on cross street intersections establishing where vehicles are to stop before entering the intersection.

The Plan goes on to discuss guidelines for the use of separated paths along roadways, citing the need to keep roadway and driveway crossings to a minimum.

The standard accommodation for bicycles on urban Lane County roads is use of on-street bicycle lanes. The rationale for this has been established and is well understood. By providing cyclists with their own space on the road they:

- Establish the correct position of bicyclists on the roadway;
- Reduce bicycle/pedestrian conflicts as fewer cyclists ride on the sidewalks;
- Provide bicyclists a space to travel at their own speed next to motorists;
- Guide bicyclists through intersections;
- Allow bicyclists to pass motor vehicles backed up at intersections; and
- Sends a message to motorists that bicyclists have a right to the roadway.

The Lane County Public Works Department does not recommend providing Bike/Pedestrian shared paths along Irvington Drive, but establishing on-street bike lanes for the exclusive use of bicyclists.

- Planter Strips – A major feature of the design concept is the use of a planter strip in areas that do not have a center turn lane. Originally, the Public Works Department proposed a continuous center turn lane for the entire length of the project. Through the stakeholders

process, that concept was modified to only provide turn lanes at selected intersections and establish planter strips on the rest of the project. This creates a consistent roadway footprint while incorporating a landscaped element to the project. The Stakeholders Group was interested in incorporating planter strips to increase the aesthetic appeal of the neighborhood and break up the concrete and asphalt improvements. The proposed design concept results in over 35% of the project length being bounded by planter strips.

- **Impacts to Trees** - An accounting of trees to be impacted by the project indicates the project as proposed at the public hearing would remove 98 trees and potentially damage 35 others. If planter strips were removed from the project, and the sidewalk brought to the curbside, the tally would be reduced to 72 trees removed and 30 trees potentially damaged. "Potentially damaged trees" are defined as receiving impact to 30% or more of the critical root zone, a circle around the tree that is 18" in diameter for every 1" of tree diameter.
- **Environmental** - Wetlands have been identified at the Spring Creek and Flat Creek culvert crossings (M.P. 0.403 and 1.144, respectively) and in one roadside area just north of Spring Creek. Road work at Spring and Flat Creek are subject to a joint permit application to the Army Corps of Engineers and the Oregon Division of State Lands. A Floodplain permit is also needed from the City of Eugene. Total anticipated wetland impact is very small. The design concept proposes to extend the existing culverts at the creek crossings.
- **Drainage** - The Public Works Department has hired OTAK, Inc. to help design a drainage plan for the project. The preliminary plan concludes that Spring Creek, Flat Creek and the existing River Road storm sewer system are adequate to receive storm water runoff flows from Irvington Drive. The design concept anticipates the use of standard curb inlet catch basins connected to a piped storm drain system. It is proposed that the storm system outfalls will include a water quality treatment Best Management Practice (BMP) prior to discharge to surface water.
- **Policy Framework** - The proposal is subject to requirements of the Oregon Transportation Planning Rule, the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan), and the Lane County Transportation Plan. Based on testimony presented in the October 2001 public hearing and evidence contained in the record, the Department of Public Works finds the proposal satisfies these standards as follows:

#### Compliance with the Oregon Transportation Planning Rule

In 1991, the Oregon Transportation Commission (OTC) and the Land Conservation and Development Commission (LCDC) adopted a series of administrative rules to implement Statewide Planning Goal 12. As originally adopted years before, this goal was to provide and encourage a safe, convenient and economic transportation system. The rules, codified as Oregon Administrative Rules (OAR) 660-12, specify certain design and procedural standards that must be incorporated into local and regional Transportation System Plans.

**OAR 660-12-010 (1) states "...transportation planning shall be divided into two phases: transportation system planning and transportation project development..."** The former establishes land use controls and a network of

**facilities. The latter implements the TSP by determining the precise location, alignment and preliminary design of individual projects.**

The proposed project is consistent with OAR 660-12-010(1) because it is a facility authorized by the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan) and the 1980 Lane County Transportation Plan. In addition, the Schedule of Roads listed in section 15.027 Lane Code identifies classifications, and general dimensional standards for Lane County roads. Irvington Drive appears on the Schedule of Roads as a Minor Arterial, with a planned right-of-way of 80 feet. Therefore, as defined by this provision of the rule, the need for this facility has been established and the land use decision authorizing construction has been made.

**OAR 660-12-050(2) prescribes the process local governments are to follow in the Transportation Project Development process. It is supposed to include:**

- a) Designation of a lead agency to prepare and coordinate project development.**
- b) A process for citizen involvement, including public notice and hearing, if the project involves land use decision making. The process shall include notice to affected transportation facility and service providers, MPOs, and ODOT.**
- c) A process for developing and adopting findings of compliance with applicable statewide planning goals, if any. This shall include a process to allow amendments to acknowledged comprehensive plans where such amendments are necessary to accommodate the project.**
- d) A process for developing and adopting findings of compliance with applicable acknowledged comprehensive plan policies and land use regulations of individual local governments, if any. This shall include a process to allow amendments to acknowledged comprehensive plans or land use regulations where such amendments are necessary to accommodate the project.**

The proposed project is consistent with OAR 660-12-050 because all four procedural requirements specified by that provision of the rule have been met. The Lane County Department of Public Works has been designated by the TransPlan as the lead agency to coordinate project development. The Department has undertaken a process for involving citizens, public agencies and service providers, culminating in a public hearing held by the Roads Advisory Committee on October 17, 2001. Subsequent findings respond to all of the issues raised at this hearing or submitted in writing until the record was closed on October 26, 2001, as well as compliance with applicable statewide goals and comprehensive plan policies. After reviewing all of the proposed findings in this report the Roads Advisory Committee may decide to recommend that the Board of County Commissioners formally adopt them. They may also choose to amend the Department's findings or substitute those of their own, based on their understanding of information in the record.

In summary, the proposed project satisfies Statewide Planning Goal 12 because it meets all standards of the administrative rule enacted to implement the goal. In particular, the proposed project has been authorized in an adopted transportation plan, it is being

designed to meet applicable safety and engineering standards, and it has been presented to the public by way of a process that promotes their direct involvement.

Compliance with the Eugene-Springfield Metropolitan Area Transportation Plan  
(TransPlan)

The project is identified in the Eugene-Springfield Metropolitan Area Transportation Plan (TransPlan), adopted in October 2001, as project #533. The proposed project does conform to the TransPlan goals in that it upgrades an urban arterial street to urban standards. The project specifically provides for a safe and efficient transportation system through bicycle and pedestrian improvements, access management and increased capacity as a determined need.

Compliance with the Lane County Transportation Plan

The current Lane County Transportation Plan and Master Road Plan was adopted by the Board of County Commissioners in 1980. The general goal of this plan is to produce a coordinated and balanced transportation system that is responsive to economic, social and environmental consideration. A more specific goal for the county road system is an efficient, safe and attractive highway network to serve the existing and future arrangement of land uses. The plan contains a number of related objectives and recommendations that were later incorporated into the Lane County Comprehensive Plan as official policies. Among them are:

- Design engineering should consider alignment and design alternatives to minimize the impact of new or improved roads on the natural environment, scenic quality, area livability, economic use of land and neighborhood integrity.
- Direct access onto county collector and arterial highways shall be discouraged. The Public Works Department should develop for county adoption, policies and standards regarding frontage access.
- All new or reconstructed collector and arterial roads, when feasible, should be provided with paved road shoulders with a minimum desirable width of five feet. In urbanized areas, or where warranted, the Sidewalk Policy shall be considered for implementation.
- ASSHTO (American Association of State Highway and Transportation Officials) uniform standards for highway design along with typical section and right-of-way guidelines and local road design requirements should be utilized by Lane County Department of Public Works, unless excepted for substantial reason, in order to provide needed safety, capacity, and uniformity of the highway system.
- In the design of county roads, appropriate provisions, such as widened and paved shoulders or setback paths, should be made for non-motorized travel. Within urbanized areas, where there is an adopted Master Bikeway Plan, bike facilities should be incorporated into a roadway improvement project.

The design concept for the Irvington Drive improvement project has been prepared to respond to each of these policies. The Lane County Transportation Plan and Master Road Plan classifies Irvington Drive, M.P. 0.00 to M.P. 1.47, as a Minor Arterial, defined by section 15.010 Lane Code as a road or street used primarily for intra-community travel, to serve as a direct connection between communities and principal arterials.

**Irvington Drive Improvement Project  
Right-of-Way Acquisition List**

**Lane County Department of Public Works**  
**Road Assessment System Property Listing - Sorted by Owner Name**

*IRVINGTON DRIVE*

*(as of 2/22/02)*

| Name and Address                      | Parcel Number | Account Number | Tax Lot Information      |
|---------------------------------------|---------------|----------------|--------------------------|
| ADAIR, EDITH A.                       | 1292-49       |                | 17-04-03-40<br>TL #2222  |
| ALEXANDER, CONNIE C. RICHARDS         | 1292-64       |                | 17-04-03-40<br>TL #2000  |
| AMBROSE, J. P. II & JULIENFAE         | 1292-63       |                | 17-04-03-40<br>TL #2100  |
| ANDRESKI, GREG J.                     | 1292-30       |                | 17-04-03-40<br>TL #2840  |
| ANGELL, TOM & JOANN                   | 1292-55       |                | 17-04-03-40<br>TL #15100 |
| BAKER, FRANK & PATSY L.               | 1292-96       |                | 17-04-02-34<br>TL #2300  |
| BARRY, URSULA<br>McGEORGE, WILLIAM    | 1292-41       |                | 17-04-03-40<br>TL #2231  |
| BELLARTS, STANTON T.<br>P O BOX 41971 | 1292-114      |                | 17-04-02-34<br>TL #600   |
| BERGMAN, VENOLA LIFE ESTATE ET AL.    | 1292-78       |                | 17-04-02-30<br>TL #810   |

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| Name and Address                                | Parcel<br>Number | Account Number | Tax Lot Information     |
|---|------------------|----------------|-------------------------|
| BLANKENSHIP, RANDY L.                           | 1292-80          |                | 17-04-02-30<br>TL #1100 |
| BRATLAND, JAMES E. & JULIE A.                   | 1292-107         |                | 17-04-02-34<br>TL #5400 |
| BROCK, CATHERINE E.                             | 1292-23          |                | 17-04-03-40<br>TL #3315 |
| BROTHERTON, BILLIE L.                           | 1292-79          |                | 17-04-02-30<br>TL #811  |
| BRUCE WIECHERT CUSTOM HOMES, INC.               | 1292-113         |                | 17-04-02-34<br>TL #700  |
| CARLSEN, JOSHUA M. & ANN S.                     | 1292-14          |                | 17-04-03-34<br>TL #4200 |
| CHILDERS, JOHN L. & LUCILLE                     | 1292-77          |                | 17-04-02-30<br>TL #704  |
| CITY OF EUGENE<br>EUGENE WATER & ELECTRIC BOARD | 1292-01          |                | 17-04-03-30<br>TL #202  |
| CLYDE, DAVID E. & MARY C.<br>SWARTZ, BARI W.    | 1292-95          |                | 17-04-02-34<br>TL #2400 |

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|--|---------------|----------------|-------------------------|
| COBARRUBIAS, MIKE P.                   | 1292-98       |                | 17-04-02-34<br>TL #1100 |
| COZY HOMES INC                         | 1292-54       |                | 17-04-03-41<br>TL #1700 |
| CRUZ, VIDAL H. & ELVIA                 | 1292-125      |                | 17-04-02-43<br>TL #900  |
| DENNIS, MICHAEL V. & KATHRYN L.        | 1292-111      |                | 17-04-02-34<br>TL #5900 |
| DETELS, DOUGLAS P. & SUSAN L.          | 1292-32       |                | 17-04-03-40<br>TL #2834 |
| DEURMYER, RICHARD DEON & ELAINE L.     | 1292-45       |                | 17-04-03-40<br>TL #2226 |
| DODD, THOMAS H.<br>KRAMER-DODD, GAY D. | 1292-91       |                | 17-04-02-34<br>TL #3900 |
| DOYLE, JOHN P.                         | 1292-69       |                | 17-04-02-30<br>TL #5900 |
| DUDLEY, LYLE A.                        | 1292-46       |                | 17-04-03-40<br>TL #2225 |

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|---|---------------|----------------|-------------------------|
| ERICKSON, WALLACE E. & Z. M.                      | 1292-02       |                | 17-04-03-30<br>TL #203  |
| EUGENE, CITY OF<br>FINANCE DEPT                   | 1292-19       |                | 17-04-03-34<br>TL #100  |
| EUGENE, CITY OF                                   | 1292-16       |                | 17-04-03-34<br>TL #1500 |
| FERGUSON, RANDALL S. & CINDY L.                   | 1292-74       |                | 17-04-02-30<br>TL #5600 |
| FINIGAN, JERRY A. & MARY LOU<br>1250 IRVINGTON DR | 1292-18       |                | 17-04-03-34<br>TL #200  |
| FINIGAN, JERRY A. & MARY LOU                      | 1292-17       |                | 17-04-03-34<br>TL #300  |
| FORTNER, HERBERT & JANICE                         | 1292-61       |                | 17-04-03-40<br>TL #2301 |
| FORTNER, HERBERT G. & JANICE<br>777 IRVINGTON DR  | 1292-76       |                | 17-04-02-30<br>TL #600  |
| FREE, WARREN W. & VONDA M.                        | 1292-35       |                | 17-04-03-40<br>TL #2237 |

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| <b>Name and Address</b>         | <b>Parcel Number</b> | <b>Account Number</b> | <b>Tax Lot Information</b> |
|---------------------------------|----------------------|-----------------------|----------------------------|
| GUNSON, KIRK A. & KRISTIN C.    | 1292-26              |                       | 17-04-03-40<br>TL #3001    |
| GUNSON, KIRK A. & KRISTIN C.    | 1292-25              |                       | 17-04-03-40<br>TL #2900    |
| HALLMARK, ELTON C. & JOANNE E.  | 1292-71              |                       | 17-04-02-30<br>TL #5602    |
| HAMMER, JOHN P.                 | 1292-128             |                       | 17-04-03-40<br>TL #15300   |
| HAMMER, JOHN P                  | 1292-127             |                       | 17-04-03-40<br>TL #15200   |
| HERNANDEZ, JAMES D. & WENDY     | 1292-48              |                       | 17-04-03-40<br>TL #2223    |
| HIPP, VAN B. & PAM M.           | 1292-68              |                       | 17-04-03-40<br>TL #200     |
| HOLDEN, RICHARD G. & M. L.      | 1292-84              |                       | 17-04-02-30<br>TL #2602    |
| HOOGENDORN, NICHOLAS D. & L. H. | 1292-106             |                       | 17-04-02-34<br>TL #5300    |

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| Name and Address                | Parcel Number | Account Number | Tax Lot Information      |
|---------------------------------|---------------|----------------|--------------------------|
| HRG INVESTMENTS LLC             | 1292-38       |                | 17-04-03-40<br>TL #2234  |
| IRVING CHRISTIAN CHURCH         | 1292-09       |                | 17-04-03-30<br>TL #3500  |
| IRVING GRANGE NO. 377           | 1292-53       |                | 17-04-03-40<br>TL #2602  |
| JOHNSON, RONALD L. & S. K.      | 1292-36       |                | 17-04-03-40<br>TL #2236  |
| JOHNSON, SHANNON K. & TERESA M. | 1292-86       |                | 17-04-02-30<br>TL #5503  |
| KALANQUIN, RAY B. & SUZANNE K.  | 1292-129      |                | 17-04-03-40<br>TL #15400 |
| KELLY, ROBERT W. & VIVIAN S.    | 1292-10       |                | 17-04-03-30<br>TL #3502  |
| KING, FRANCIS E. & DORIS M.     | 1292-104      |                | 17-04-02-34<br>TL #5100  |
| LAGUMINA, THOMAS F. & MARTA A.  | 1292-119      |                | 17-04-02-43<br>TL #601   |

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| Name and Address                  | Parcel Number | Account Number | Tax Lot Information      |
|-----------------------------------|---------------|----------------|--------------------------|
| LAJOIE, ROSA MAY ESTATE OF        | 1292-103      |                | 17-04-02-34<br>TL #5000  |
| LANCE, JANICE M.                  | 1292-67       |                | 17-04-03-40<br>TL #300   |
| LANE COUNTY OWNED LAND            | 1292-05       |                | 17-04-03-30<br>TL #2900  |
| LANE COUNTY OWNED LAND            | 1292-20       |                | 17-04-03-40<br>TL #10900 |
| LANE COUNTY OWNED LAND            | 1292-08       |                | 17-04-03-30<br>TL #3200  |
| LANE COUNTY OWNED LAND            | 1292-88       |                | 17-04-02-30<br>TL #5500  |
| LEE, LARRY & LAUREL               | 1292-15       |                | 17-04-03-34<br>TL #6200  |
| LEELYNN, INC.<br>WILEY MTN., INC. | 1292-12       |                | 17-04-03-00<br>TL #200   |
| LITTLE, STEVEN M. & MONICA        | 1292-105      |                | 17-04-02-34<br>TL #5200  |

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|--|---------------|----------------|-------------------------|
| MARTI, LESLIE B.                                     | 1292-21       |                | 17-04-03-40<br>TL #3313 |
| MAUGH, GENE L. & MARY C.                             | 1292-03       |                | 17-04-03-30<br>TL #200  |
| McCABE INVESTMENT CO.<br>ATTN: DARI-MART STORES INC. | 1292-121      |                | 17-04-02-43<br>TL #501  |
| McCABE INVESTMENT CO.<br>ATTN: DARI-MART STORES INC. | 1292-122      |                | 17-04-02-43<br>TL #701  |
| McCALL, JERRY L. ET AL.                              | 1292-34       |                | 17-04-03-40<br>TL #2238 |
| McCALLUM, WILLIAM T. & NANCY S.                      | 1292-40       |                | 17-04-03-40<br>TL #2232 |
| McELHANEY, WILLIAM H. & M. L.                        | 1292-37       |                | 17-04-03-40<br>TL #2235 |
| MOLD, ERIK K.  | 1292-116      |                | 17-04-02-34<br>TL #300  |
| MOLD, HARVEY K. & SHIRLEY A.                         | 1292-115      |                | 17-04-02-34<br>TL #400  |

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| <b>Name and Address</b>  | <b>Parcel Number</b> | <b>Account Number</b> | <b>Tax Lot Information</b> |
|--|----------------------|-----------------------|----------------------------|
| MONROE, CHARLES L. & MARTHA L.   | 1292-50              |                       | 17-04-03-40<br>TL #2221    |
| MORRISON, RYAN E. & CARRIE   | 1292-108             |                       | 17-04-02-34<br>TL #5500    |
| MORTENSEN, STANLEY   | 1292-65              |                       | 17-04-03-40<br>TL #1900    |
| MURPHY, JEWEL  | 1292-60              |                       | 17-04-03-40<br>TL #2302    |
| MURPHY, MICHAEL D. & LAURA M.  | 1292-56              |                       | 17-04-03-40<br>TL #12900   |
| NORED, DOROTHY F.  | 1292-43              |                       | 17-04-03-40<br>TL #2228    |
| NORTHSIDE FREE WILL BAPTIST  | 1292-94              |                       | 17-04-02-34<br>TL #2600    |
| OREGON DEPT. OF VETERANS AFFAIRS<br>C/O GARCIA, ANTHONY M. ET AL       | 1292-39              |                       | 17-04-03-40<br>TL #2233    |
| OREGON DEPT. OF VETERANS' AFFAIRS<br>C/O SMITH, PRESTON D. & JANICE I. | 1292-90              |                       | 17-04-02-34<br>TL #2700    |

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|---|------------------|----------------|-------------------------|
| PARNELL, HENRY S. JR. & WENDY L.  | 1292-99          |                | 17-04-02-34<br>TL #1000 |
| PASEMAN, ARDENE F.  | 1292-27          |                | 17-04-03-40<br>TL #3000 |
| PAULY, HEIDRUN  | 1292-75          |                | 17-04-02-30<br>TL #5504 |
| PEACE INVESTMENTS LLC   | 1292-52          |                | 17-04-03-40<br>TL #2606 |
| PETERSON, JOHN N.   | 1292-51          |                | 17-04-03-40<br>TL #2605 |
| PETERSON, JOHN N.   | 1292-33          |                | 17-04-03-40<br>TL #2604 |
| PICKENS, SCOT W. & SYLVIA J.  | 1292-28          |                | 17-04-03-40<br>TL #2842 |
| PIERCE, KERRY B.  | 1292-59          |                | 17-04-03-40<br>TL #2303 |
| REDFORD, GLYN O. TE<br>REDFORD, MILLICENT A. TE<br>REDFORD LIVING TRUST | 1292-66          |                | 17-04-03-40<br>TL #400  |

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|---------------------------|---------------|----------------|-------------------------|
| RUSH, CHARLES & JAN M.    | 1292-118      |                | 17-04-02-34<br>TL #100  |
| RUSH, CHARLES & JANICE    | 1292-123      |                | 17-04-02-43<br>TL #1100 |
| RUSH, CHARLES & JANICE M. | 1292-112      |                | 17-04-02-34<br>TL #6200 |
| RUSH, CHARLES & JANICE M. | 1292-109      |                | 17-04-02-34<br>TL #5600 |
| RUSH, JANICE M. & CHARLES | 1292-110      |                | 17-04-02-34<br>TL #5700 |
| RUSH, JULI S.             | 1292-92       |                | 17-04-02-34<br>TL #4000 |
| RUSH, RYAN C.             | 1292-93       |                | 17-04-02-34<br>TL #4100 |
| SAMPSON, JIM & LINDA      | 1292-11       |                | 17-04-03-30<br>TL #3600 |
| SAMPSON, JIM & LINDA      | 1292-13       |                | 17-04-03-34<br>TL #500  |

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|--------------------------------|---------------|----------------|-------------------------|
| SANFORD, SAMUEL E.             | 1292-29       |                | 17-04-03-40<br>TL #2841 |
| SCHOOL DISTRICT #4             | 1292-89       |                | 17-04-02-30<br>TL #5502 |
| SCOTT, WAYNE J.                | 1292-100      |                | 17-04-02-34<br>TL #900  |
| SEGHETTI, CANDICE ELROD        | 1292-04       |                | 17-04-03-30<br>TL #100  |
| SMITH, LINDA D.                | 1292-73       |                | 17-04-02-30<br>TL #5603 |
| SORRIC, RICHARD J.             | 1292-85       |                | 17-04-02-30<br>TL #2708 |
| SPRINGWOOD INC                 | 1292-06       |                | 17-04-03-30<br>TL #3000 |
| STEGNER, MARVIN W.             | 1292-82       |                | 17-04-02-30<br>TL #1700 |
| STEPHENSON, JAY D. & MELISA K. | 1292-44       |                | 17-04-03-40<br>TL #2227 |

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|--|---------------|----------------|-------------------------|
| STEWART, REBECCA McVEY                               | 1292-72       |                | 17-04-02-30<br>TL #5601 |
| STUDER, LISA ANN                                     | 1292-81       |                | 17-04-02-30<br>TL #1600 |
| SUIRE, GLADYS VIOLET                                 | 1292-42       |                | 17-04-03-40<br>TL #2230 |
| SWAN, ROBERT M. & JANICE M.                          | 1292-101      |                | 17-04-02-34<br>TL #4800 |
| SWARRINGIM, PERRY CHARLES<br>SWARRINGIM, BETTY MARIE | 1292-22       |                | 17-04-03-40<br>TL #3314 |
| TAYLOR, ANNMARIE                                     | 1292-120      |                | 17-04-02-43<br>TL #500  |
| THOMAS, JERRY V. & ELDER M.                          | 1292-58       |                | 17-04-03-40<br>TL #2300 |
| THOMPSON, BASIL R. & MAXINE C.                       | 1292-31       |                | 17-04-03-40<br>TL #2839 |
| THOMPSON, MELVIN L. & ROBERTA F. TE                  | 1292-102      |                | 17-04-02-34<br>TL #4901 |

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| Name and Address                           | Parcel Number | Account Number | Tax Lot Information     |
|--|---------------|----------------|-------------------------|
| THORNBRUGH, ELE                            | 1292-62       |                | 17-04-03-40<br>TL #2201 |
| TONE, ROY V. & MELBA R.                    | 1292-70       |                | 17-04-02-30<br>TL #5800 |
| TRENT, JACK & BARBARA F.                   | 1292-07       |                | 17-04-03-30<br>TL #3100 |
| TUCKER, HAROLD                             | 1292-117      |                | 17-04-02-34<br>TL #200  |
| TUSKI, JOYCE ANN                           | 1292-87       |                | 17-04-02-30<br>TL #5501 |
| TWARDZIK, JOHN S.<br>WITTIG, PAMELA P.     | 1292-124      |                | 17-04-02-43<br>TL #1000 |
| VICKERS, LARRY D. & G. M. LE<br>ET AL.     | 1292-83       |                | 17-04-02-30<br>TL #2601 |
| WALDEN, CHARLOTTE R.<br>WALDEN, RICHARD D. | 1292-97       |                | 17-04-02-34<br>TL #1300 |
| WARDLE, WILLIAM B. & BELVA S.              | 1292-24       |                | 17-04-03-40<br>TL #3320 |

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|-----------------------|---------------|----------------|--------------------------|
| WAREHAM, CATHERINE S. | 1292-47       |                | 17-04-03-40<br>TL #2224  |
| WATSON, ZENA G.       | 1292-126      |                | 17-04-02-43<br>TL #800   |
| WHALEN, LUKE          | 1292-57       |                | 17-04-03-40<br>TL #14700 |