

PASSED

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.

02-7-2-3

) IN THE MATTER OF APPROVING A PROJECT DESIGN
) CONCEPT AND ACQUIRING FEE OR OTHER
) INTERESTS IN PORTIONS OF CERTAIN REAL
) PROPERTIES FOR IMPROVEMENT OF RIVER ROAD MP
) 7.747 TO MP 7.366, BASED ON THE DESIGN CONCEPT
) IN EXHIBIT 1; AND AUTHORIZING STAFF TO 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
) SAID ROAD.

WHEREAS, improvement of River Road, MP 7.747 to MP 7.366, CIP Project #3100-2, has been approved for funding through adoption of the FY 2002-03 through FY 2006-07 Capital Improvement Program; 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 November 15, 2001 to consider improvement of this portion of River Road; and

WHEREAS, on January 30, 2002 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 River Road, MP 7.747 to MP 7.366; and

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

WHEREAS, The Board held a hearing on April 16, 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 2, attached hereto and made a part hereof, 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 1 for the improvement of River Road, MP 7.747 to MP 7.366, based on the findings in EXHIBIT 1; **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 River Road, MP 7.747 to MP 7.366, pursuant to this order, **AND, BE IT**

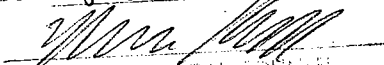
RESOLVED, that under authority granted in ORS Chapter 35 and consistent with ORS Chapter 281, that there exists a necessity to acquire and immediately occupy real property in order to improve River Road, MP 7.747 to MP 7.366, to serve the needs of Lane County for the general use and benefit of Lane County; **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 14th day of August 2002.



Chair
Lane County Board of Commissioners

APPROVED AS TO FORM
Date 8-6-02 lane county


OFFICE OF LEGAL COUNSEL

IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT AND ACQUIRING FEE OR OTHER INTERESTS IN PORTIONS OF CERTAIN REAL PROPERTIES FOR IMPROVEMENT OF RIVER ROAD MP 7.747 TO MP 7.366, BASED ON THE DESIGN CONCEPT IN EXHIBIT 1; AND AUTHORIZING STAFF TO 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 SAID ROAD.

LANE COUNTY BOARD OF COMMISSIONERS
ADOPTED DESIGN CONCEPT AND FINDINGS

RIVER ROAD, CARTHAGE AVENUE (MP 7.747) to BEACON DRIVE (MP 7.366)

August 14, 2002

BACKGROUND

This section of River Road is an urban arterial. It is part of a larger route that connects Highway 99 in Junction City to Beltline Rd. and continues into downtown Eugene, connecting again with Highway 99 at 6th Avenue. 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 \$1,000,000 for construction and \$100,000 for right-of-way acquisition.

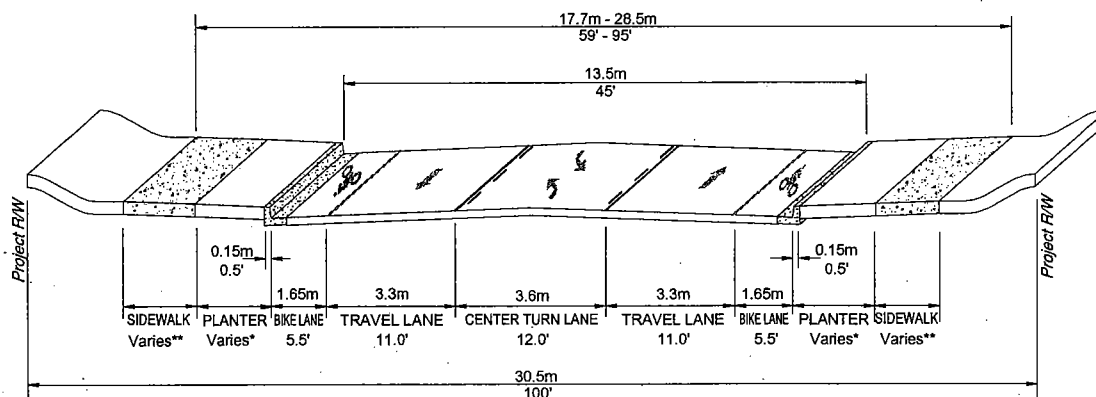
ADOPTED DESIGN CONCEPT

The Board of County Commissioners (B/CC) directs staff to construct a 3-lane urban roadway with bike lanes, curbs, gutters, and sidewalks on both sides of River Road. The roadway will include a continuous center turn lane and meandering sidewalks aligned to preserve as many large evergreen and deciduous trees adjacent to the roadway as possible.

A. Alignment

The project alignment will generally be centered on the existing roadway, however, a minor centerline shift to the west will be used on the south end of the project to reduce impacts to large trees.

B. Typical Section



** Sidewalk Width Varies
1.2m - 2.1m (4' - 7')
Depending On Location

* Planter Width Varies
0.0m - 6.0m (0' - 20')
to Limit Tree Impacts.

- 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 (1.65 meter) wide bike lanes
- Two variable width planter strips
- Two variable width meandering sidewalks

C. Right-of-Way Width

The existing right-of-way width varies from 80 feet (24.4 m) to 100 feet (30.5 m). Additional right-of-way will be acquired to provide a minimum of 100 feet (30.5 m) along River Rd. from Carthage Ave. to Beacon Drive. The same or lesser amounts of right-of-way may be acquired north of Beacon Dr. and along Beacon Dr. East and West.

D. Intersection Improvements

Intersection improvements at Beacon Dr. will include installation of electrical conduit in anticipation of future signal installation, but no left turn lanes on either Beacon Dr. East or West. In addition, the turning radius in the northwest quadrant of the intersection will be designed for a smaller truck (WB-12) than was used in previous versions of the design.

E. Stormwater Drainage

Storm runoff will be collected by standard curb inlet catch basins south of Beacon Drive. The collection basins will be connected to either a piped storm sewer system to the south or existing ditch and culvert systems to the north.

F. Standards

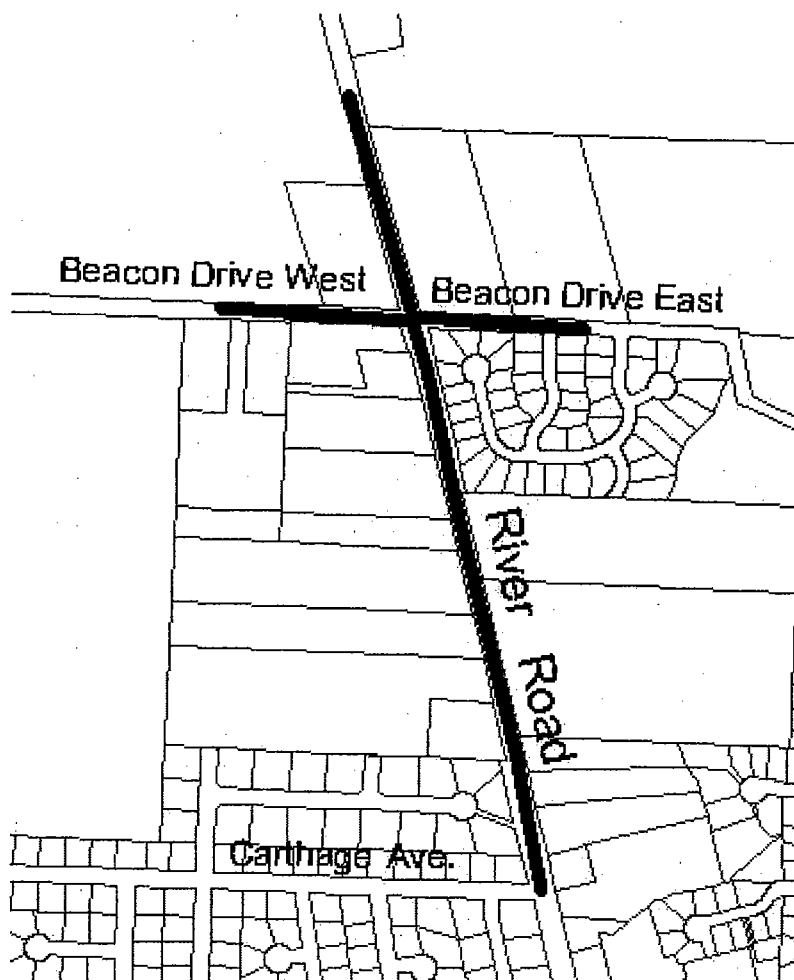
The project shall be designed in accordance with the 2001 American Association of State Highway and Transportation Officials (AASHTO) publication *A Policy On Geometric Design of Highways and Streets*. Traffic control, signing, and signal devices shall comply with the *Manual of Uniform Traffic Control Devices for Streets and Highways (2001)* published by the U.S. Department of Transportation – Federal Highway Administration, including Oregon Supplements (MUTCD).

G. Exceptions to Standards

The County Engineer is authorized to approve design standards and exceptions to design standards for features not specifically addressed in this document.

H. Speed Posting

The Engineering Division will request a speed investigation, prior to construction, from the Oregon Department of Transportation (ODOT) to determine whether a speed zone should be established for those portions of the project area which are currently under the Basic Rule as defined by Oregon Vehicle Code 811.100, not to exceed 55 mph. The investigation will also determine whether the existing posted speed at the south end of the project should be lowered.



VICINITY MAP

FINDINGS

A. Existing Conditions

The existing pavement in this section of River Rd. is 42 feet (12.8 m) wide with no curb and gutter. Storm drainage is currently conveyed by shallow roadside ditches that drain to the north.

Average Daily Traffic (ADT) - The most recent traffic counts recorded for River Rd. are listed in the table below.

LOCATION	Year 2001
MP 7.396 0.030 miles S. of Beacon Drive.	7200
MP 7.940 0.030 miles N. of Spring Creek Drive	8300

TABLE 1 - ADT on River Road

The majority of the project length falls under the Basic Rule law (max 55 m.p.h.) with a small portion at the south end of the project established as a 40 m.p.h. speed zone. The speed zone extends from Carthage Avenue to a point approximately 500 feet north.

An accounting of large trees to be impacted indicates the project would remove 10 trees that are 6 inches in diameter or larger. This adopted design concept does not outright remove any of the large evergreen trees that characterize the area. Other existing trees along the project may be impacted, but not outright removed. A further analysis is needed to determine existing tree health and viability in light of the adopted design.

Potential wetland impacts have been identified north of Beacon Drive. Further analysis is needed to confirm if impacts are subject to a joint permit application to the Army Corps of Engineers and the Oregon Division of State Lands. A Floodplain permit is needed from the City of Eugene. Total anticipated wetland impact is very small.

B. Public Process

In accordance with Lane Manual procedure (LM 15.580), County staff has conducted two public meetings on the proposed project. The first occurred on behalf of the Lane County Roads Advisory Committee (RAC) on November 15, 2001 at 6:00 pm at the Irving Grange Hall on Irvington Drive. The second was a public hearing before the B/CC on April 16, 2002 at 1:30 p.m. in the Commissioners Conference Room at the Public Service Building on East 8th Avenue in Eugene.

Following the meeting in November, the RAC recommended a design concept for consideration by the B/CC. Public opposition to the recommended design concept led to the April B/CC hearing and a subsequent work session in May. The Board then scheduled a field trip to the project site on July 31, 2002 to get first hand knowledge of the project area. Members of the public were also in attendance. Upon final deliberations in July of 2002, the B/CC has adopted this Design Concept and Findings for the project. In light of these actions, the Board is satisfied the project has been presented to the public via a process that promotes citizens' direct involvement.

C. Alignment

The reconstructed roadway will remain generally centered within the right-of-way. A minor alignment shift to the west will be employed at the south end of the project to avoid impacts to large trees. Further protection will be provided by the use of meandering sidewalks of variable width and distance from the back of curb.

D. Typical Section

Current and projected traffic volumes indicate one travel lane in each direction will be sufficient for this project. Construction of bicycle lanes, curbs, gutters and sidewalks will bring the existing rural roadway up to urban standards, address current and future storm drainage needs, and provide opportunities for citizens using alternate modes of travel.

Construction of a continuous center turn lane is consistent with the sequential improvement of River Rd. that has occurred up to Carthage Avenue. The lane is also consistent with the arterial classification of River Rd., and the current and projected traffic volumes. Vacant land on both sides of the roadway is periodically being developed, and public street intersection locations have not been finalized for all properties. Construction of the continuous center turn lane provides flexibility in locating any new side street connections. Finally, there is a safety benefit to separating through traffic from left turning vehicles on arterial roadways.

River Rd. is identified as an urban standards project by the Eugene-Springfield Metropolitan Transportation System Plan (TransPlan). Pedestrian Policies #1, 2, and 3 support sidewalk facilities. Policy #3 states: Construct sidewalks along urban area arterial and collector roadways, except freeways. Lane Code further requires sidewalk be established when a lot or parcel is located within the urban area boundary as defined by the US Department of Transportation for the Eugene-Springfield Metropolitan Area {ref. LC 15.705(1)}. This segment of River Rd. is within the Urban Growth Boundary of Eugene.

Pedestrian facilities on only one side of a roadway cause increased crossing movements as pedestrians try to reach the sidewalk, thus increasing chances for accidents. They also reduce convenience to pedestrians walking along the roadway. Despite opposition from some abutting property owners, the Board supports construction of sidewalks along both sides of River Road.

Sidewalk location became a significant issue during the public involvement phase of project development. The resulting design concept contained herein and adopted by the Board anticipates that the sidewalk from the beginning of the project at MP 7.747 to approximately MP 7.887 will be curbside on both sides of the roadway. This portion of the project contains the large evergreen trees and the compromise for curbside sidewalks was reached in response to abutting property owner concerns regarding security and preservation of trees. The remaining sidewalk alignment will meander as needed to reduce tree impacts.

E. Right-of-Way Width

River Rd., M.P. 7.747 to M.P. 7.366, is classified as an Urban Principal Arterial with a 100-foot planned right-of-way width in the Lane County Master Road Plan. Acquisition beyond the existing width to attain the planned 100' span is necessary and appropriate for this project, particularly to provide opportunities to reduce impacts to existing large trees.

F. Intersection Improvements

During the public hearing, installation of a traffic signal at the intersection of River Road and Beacon Drive was requested by residents and businesses in the project area. In response to public testimony, County staff performed a Traffic Signal Warrant Study for the intersection of River Rd. and Beacon Drive (see Attachment D, May 28, 2002 BCC agenda cover memo for full warrant study). None of the eight warrants identified in the Manual on Uniform Traffic Control Devices (MUTCD) were met. Because the speeds exceed 40 mph on this section of River Road, 70% of the vehicular volume criteria were used in the warrant study. Under Warrant 1, Condition A Minimum Vehicular Volume, the River Road volume exceeded the 70% volume criteria (350 vehicles per hour (vph)) in six of the eight highest hours studied. The other two hours were slightly under 350 vph. The Beacon Drive volumes did not meet the 70% criteria for side streets(105 vph) in any of the eight hours. Under Warrant 1, Condition B, Interruption of Continuous Traffic, the River Road volume met the 70% criteria (525 vph) in one of the eight highest hours studied. The Beacon Drive volume met the 70% criteria for side streets(53 vph) in four of these eight hours.

The existing traffic volumes do not include traffic from currently approved development or future expected development in the area surrounding the intersection. There are two approved subdivisions east of River Road and south of Beacon Drive that are approved with housing under construction. City's Edge Subdivision has 47 lots in the southeast quadrant of the intersection. The Village at Spring Creek Subdivision is immediately south of City's Edge and is connected by an internal street system. This subdivision has 70 new lots. Further east along Beacon Drive, there are partially built-out subdivisions along Sedona Street. On the west side of River Road, there is vacant land available for additional

residential development, although only one 18 lot subdivision immediately north of Carthage Avenue has been approved at this time.

The Board finds that pending development in the area will increase traffic volumes on both River Road and Beacon Drive in the near future. Therefore, in anticipation of a future signal at this location, the Board directs that the necessary electrical conduit be installed to reduce disruption and preserve roadway integrity at such time a signal is installed.

Further, traffic analysis indicates left turn lanes are not needed on either Beacon Dr. East or West. Finally, the turning radius in the northwest quadrant of the intersection will be designed for a smaller truck (WB-12) than was used in previous versions. This will reduce the amount of right-of-way acquisition needed.

G. Stormwater Drainage

The storm system outfalls will include water quality treatment Best Management Practices (BMP's) prior to discharge. An existing ditch along the west side of River Rd. in the vicinity of Beacon Dr. will be relocated to accommodate the fill slopes required to reconstruct the roadway. The realigned ditch will be maintained in the future by the County.

H. Posted Speed

Testimony indicates an extension of the speed zone up to Beacon Drive is desired by local residents. The Engineering Division will request a speed investigation by ODOT, prior to construction, to determine whether a speed zone should be established for those portions of the project currently under the Basic Rule as defined by Oregon Vehicle Code 811.100, not to exceed 55 mph. The investigation will also determine whether the existing posted speed zone at the south end of the project should be lowered.

I. Policy Framework

The project design is subject to requirements of the Oregon Transportation Planning Rule (TPR), the TransPlan, and the Lane County Transportation Plan. Based on testimony presented at the November 2001 and April 2002 public hearings and evidence contained in the record, the B/CC 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 (TSP's).

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 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. River Rd. appears on the Schedule of Roads as a Principal Arterial, with a planned right-of-way of 100 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, Metropolitan Planning Organizations (MPO's), 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 Department on behalf of the RAC on November 15, 2001 and by the B/CC on April 16, 2002. Subsequent findings respond to all of the issues raised at this hearing or submitted in writing until the record was closed, as well as compliance with applicable statewide goals and comprehensive plan policies.

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 TransPlan, adopted in October 2001, as project #545. 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.
- AASHTO 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 River Rd. improvement project has been prepared to respond to each of these policies. The Lane County Transportation Plan and Master Road Plan classifies River Rd., M.P. 7.366 to M.P. 7.747, as a Principal Arterial, defined by section 15.010 Lane Code as a road which provides for through traffic between major centers of activity in the urban, suburban and rural areas.

**River Road Improvement Project
Right-of-Way Acquisition List**

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

*River Road @ Beacon Drive
as of 3/29/02*

Name and Address	Parcel Number	Account Number	Tax Lot Information
ALLEN, ZAIDA M TE ZAIDA M ALLEN TRUST	1321-12	0054914	16-04-35-30 TL #1600
AZHER, BAKUR A.	1321-02	1387065	17-04-02-21 TL #1200
AZHER, BAKUR ABULAZIZ	1321-01	0054732	17-04-02-21 TL #1201
BAIR, ROGER A	1321-14	0054898	16-04-35-30 TL #1400
CARPER, RONNIE R	1321-09	4051353	16-04-35-34 TL #4600
CARPER, RONNIE R	1321-07	1109741	16-04-35-34 TL #4800
FUTURE B, INC	1321-25	0054799	16-04-35-34 TL #4400
FUTURE B, INC PO BOX 7425	1321-24		16-04-35-34 TL #4400
GOSS, JAMES A & DARLENE L GOSS, HELEN V	1321-40	0054856	16-04-35-30 TL #1200

Friday, March 29, 2002

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

*River Road @ Beacon Drive
as of 3/29/02*

Name and Address	Parcel Number	Account Number	Tax Lot Information
GREENE, CLYDE	1321-03	0339877	17-04-02-21 TL #1301
HAY, RUSSELL G & JOAN L	1321-10	0054930	16-04-35-30 TL #1900
HURST, KARL E & JACQUELINE C	1321-08	1149838	16-04-35-34 TL #4700
JEFF'S CREATIVE CONSTRUCTION, INC.	1321-05		16-04-35-30 TL #3100
LOY, DORA M TE	1321-13	0054906	16-04-35-30 TL #1500
MALCOLM, HOWARD & PAM	1321-26	1316890	16-04-35-30 TL #1302
MILLER, MYRON D & CAROLYN A	1321-27	1409935	16-04-35-30 TL #1307
NELSON, VERNON P TE NELSON, LILLIAN M TE NELSON FAMILY TRUST	1321-39	0054849	16-04-35-30 TL #1100
PACKARD, ROBERT E JESSOP, NINA HUFFMAN	1321-41	0054500	16-04-34-00 TL #400

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

River Road @ Beacon Drive
as of 3/29/02

Name and Address	Parcel Number	Account Number	Tax Lot Information
PEARSON, KEITH & FRIEDA	1321-06	0054948	16-04-35-30 TL #3000
RIVER GLEN, LLC	1321-19		16-04-35-34 TL #4500
RIVER GLEN, LLC	1321-17		16-04-35-34 TL #4500
RIVER GLEN, LLC	1321-20		16-04-35-34 TL #4500
RIVER GLEN, LLC	1321-18		16-04-35-34 TL #4500
RIVER GLEN, LLC	1321-16		16-04-35-34 TL #4500
RIVER GLEN, LLC	1321-22	0054773	16-04-35-34 TL #4500
RIVER GLEN, LLC	1321-23		16-04-35-34 TL #4500
RIVER GLEN, LLC	1321-15		16-04-35-34 TL #4500

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

*River Road @ Beacon Drive
as of 3/29/02*

Name and Address	Parcel Number	Account Number	Tax Lot Information
RIVER GLEN, LLC	1321-21		16-04-35-34 TL #4500
SCOTT, ROBERT E	1321-11	0054922	16-04-35-30 TL #1700
SKILES, BRENT A TE ETAL	1321-43		16-04-35-00 TL #600
STINGRAY DEVELOPMENT, INC	1321-04		16-04-35-30 TL #3200
SYCAN B CORP. 840 BELTLINE ROAD	1321-42		16-04-35-30 TL #700
SYCAN B CORPORATION	1321-30		16-04-35-30 TL #700
SYCAN B CORPORATION	1321-37	1316874	16-04-35-30 TL #700
SYCAN B CORPORATION	1321-32		16-04-35-30 TL #700
SYCAN B CORPORATION	1321-33		16-04-35-30 TL #700

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Owner Name
River Road @ Beacon Drive
as of 3/29/02

Name and Address	Parcel Number	Account Number	Tax Lot Information
SYCAN B CORPORATION	1321-34		16-04-35-30 TL #700
SYCAN B CORPORATION	1321-35		16-04-35-30 TL #700
SYCAN B CORPORATION	1321-36		16-04-35-30 TL #700
SYCAN B CORPORATION	1321-31		16-04-35-30 TL #700
TYLER, STEVE A TE TYLER, HELEN S TE TYLER JOINT REVOCABLE TRUST	1321-38	0054831	16-04-35-31 TL #5100
VAUGHN, JOANNE D VAUGHN, ROBERT W	1321-29	0054872	16-04-35-30 TL #1301
VAUGHN, ROBERT W & D JOANNE	1321-28	1475365	16-04-35-30 TL #1306