

PASSED

IN THE BOARD OF COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

ORDER NO.) IN THE MATTER OF APPROVING A PROJECT DESIGN
02-9-11-2) CONCEPT AND ACQUIRING FEE OR OTHER
) INTERESTS IN PORTIONS OF CERTAIN REAL
) PROPERTIES FOR IMPROVEMENT OF CLEAR LAKE
) ROAD MP 1.67 TO MP 4.23, BASED ON THE DESIGN
) CONCEPT IN EXHIBIT A; 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 Clear Lake Road MP 1.67 to MP 4.23, CIP Project #5340-2, 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 April 30, 2002 to consider improvement of this portion of Clear Lake Road; and

WHEREAS, on June 26, 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 Clear Lake Road MP 1.67 to MP 4.23; and

WHEREAS, the recommendations and findings were mailed to property owners within the project area; 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 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 A for improvement of Clear Lake Road MP 1.67 to MP 4.23, 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 Clear Lake Road MP 1.67 to MP 4.23, 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 Clear Lake Road MP 1.67 to MP 4.23, to serve the needs of Lane County for the general use and benefit of Lane County; **AND, BE IT**

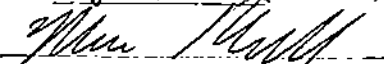
RESOLVED AND ORDERED, that the Director of the Department of Public Works or the Director's representative is hereby delegated the authority to purchase the necessary real property in accordance with Lane Manual chapter 21 and to execute related instruments to accomplish the property acquisition. If 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 11th day of September 2002.



Chair
Lane County Board of Commissioners

APPROVED AS TO FORM

Date 8-28-02 Lane County,


OFFICE OF THE CLERK

IN THE MATTER OF APPROVING A PROJECT DESIGN CONCEPT AND ACQUIRING FEE OR OTHER INTERESTS IN PORTIONS OF CERTAIN REAL PROPERTIES FOR IMPROVEMENT OF CLEAR LAKE ROAD MP 1.67 TO MP 4.23, BASED ON THE DESIGN CONCEPT IN EXHIBIT A; 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 COUNTY COMMISSIONERS
ADOPTED DESIGN CONCEPT AND FINDINGS

CLEAR LAKE ROAD, JENSEN LANE (MP 1.67) TO CANARY ROAD (MP 4.23)
(Dunes City Phase III)

September 18, 2002

BACKGROUND

Clear Lake Road is a rural major collector that also serves as a circulation road for the city of Dunes City. The proposed project is the third of three phases planned in the Capital Improvement Program for the area. The previous two phases have been completed in FY00 and FY01, respectively. This phase is located between Jensen Lane and Canary Road from MP 1.67 to MP 4.23. The intent of all improvement phases is to provide continuous paved shoulders from Oregon Coast Highway 101, around Woahink Lake to Canary Road and back to Highway 101 at Honeyman State Park. The paved shoulder will provide space for pedestrians, bicycles and errant or disabled vehicles. The project is budgeted in the County's Capital Improvement Program (CIP) for construction in the 2003-2004 fiscal year. The current estimated costs for the project are \$1,750,000 for construction and \$175,000 for right-of-way (R/W) acquisition.

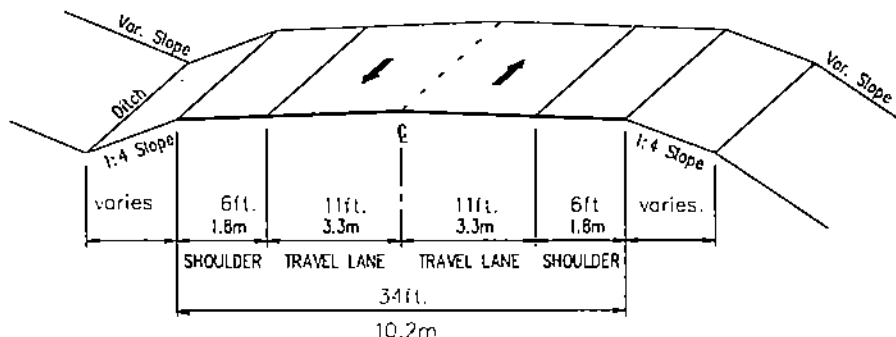
RECOMMENDED DESIGN CONCEPT

The Board of County Commissioners directs staff to construct a 2-lane rural roadway with paved shoulders along Clear Lake Road.

A. Alignment

The widened roadway will remain generally centered within the right-of-way. Minor alignment shifts are implemented in short sections to avoid right-of-way or environmental impacts caused by cut or fill slope requirements.

B. Typical Section



2-Lane Rural Design
Jensen Lane to Canary Road

- Two 11 foot (3.3 meter) wide travel lanes (1 in each direction)
- Two 6 foot (1.8 meter) wide shoulders

C. 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, Millennium Edition* and Oregon Supplements.

D. Design Speed

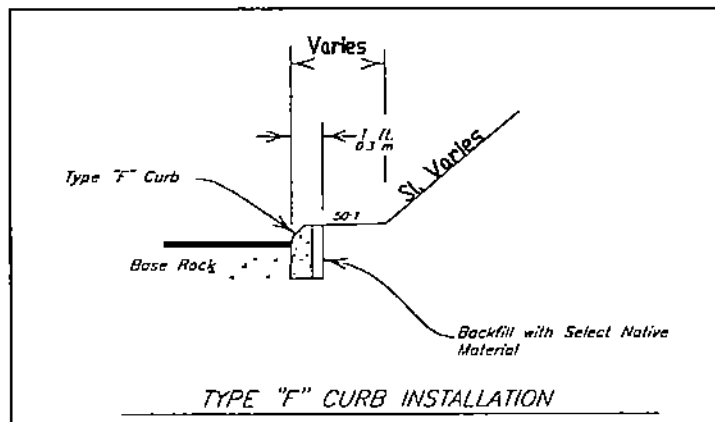
Due to this project being a roadway widening project, the existing horizontal and vertical alignments will be maintained. The existing horizontal and vertical alignments most closely correspond with a 30 mph (50 kph) design speed. This design speed will be used for project design and is less than the AASHTO recommended 40 mph (60 kph) design speed.

E. Right-of-Way Widths

The majority of the project will be constructed within current right-of-way. The right-of-way varies in width throughout the project length from 30 feet to 70 feet. Generally, an additional 10 to 12 feet of right-of-way will be needed in some locations to accommodate the typical section, proposed alignment and culvert extensions.

F. Drainage Curb (Type "F")

Drainage curb is being used to reduce environmental and property impacts that would be caused by the establishment of a roadside ditch and subsequent cut or fill slopes. Eight separate lengths of Type "F" curb are proposed along the project for this purpose.

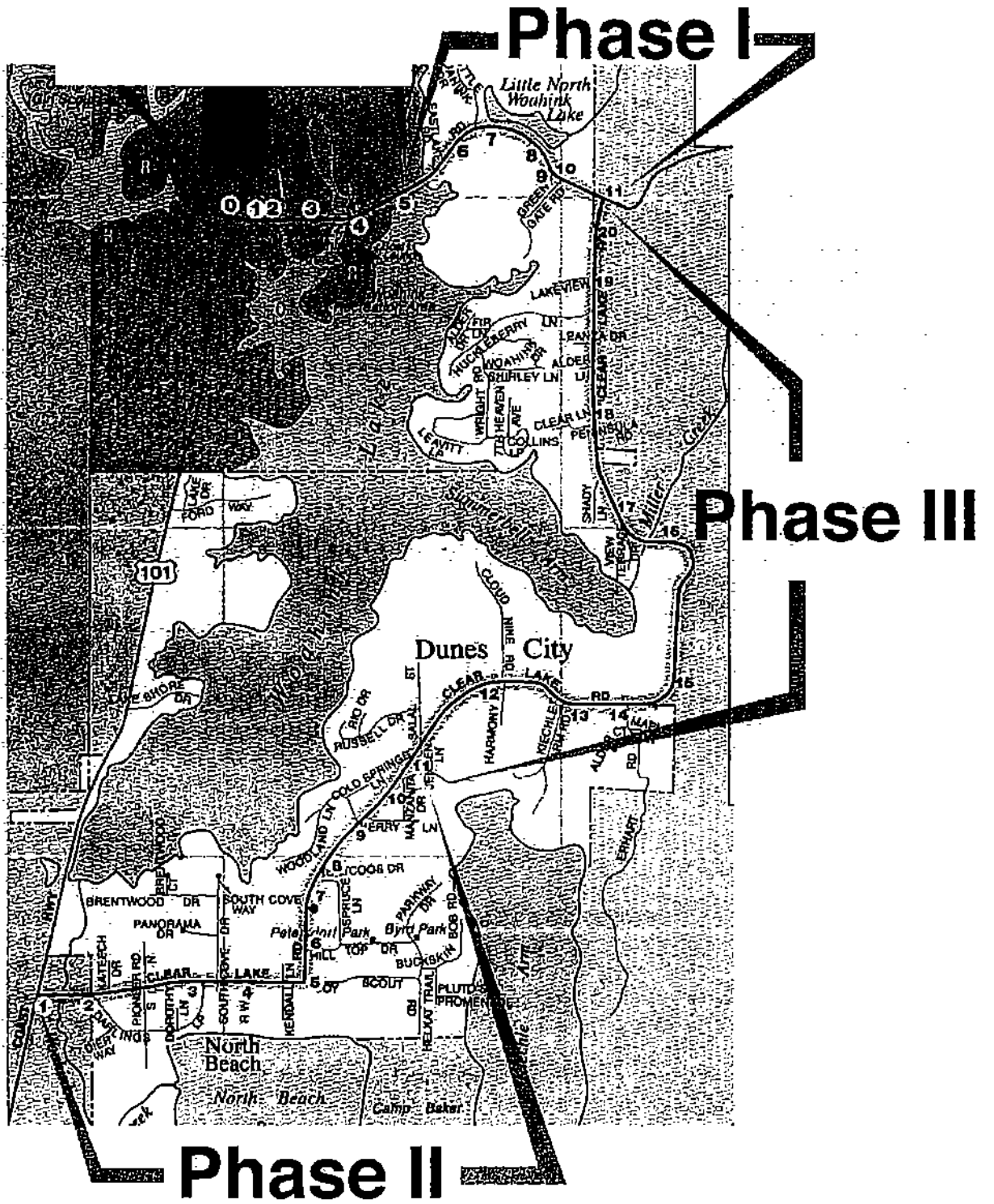


G. Gibbs Creek Bridge

In order to accommodate the addition of two 6-foot shoulders, the bridge at M.P. 3.103 that crosses Gibbs Creek will be widened to a total deck width of 38 feet which corresponds to the typical section plus 2 feet of shy distance on both sides. Widening will only occur if the requisite permits can be obtained from regulating agencies. If permit requirements go beyond what the Department can reasonably provide, the bridge will be overlaid at its existing width. The remainder of the project will proceed as outlined in this document regardless of the bridge outcome.

H. Additional Design Exceptions

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

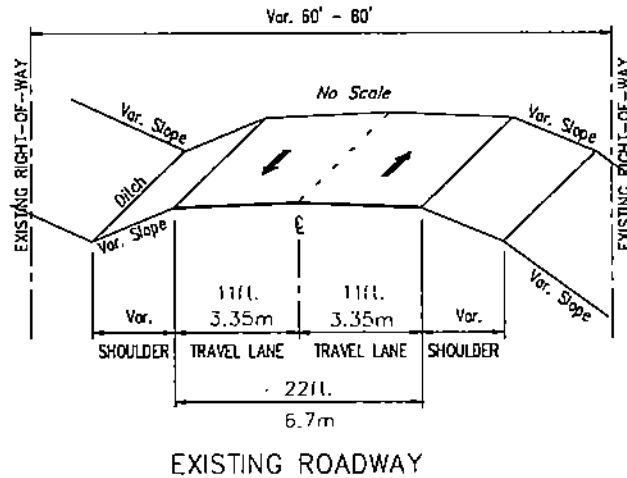


NOTE: Numbers denote photo points
Dunes City Project Phases Vicinity Map

FINDINGS

A. Existing Road Conditions

The existing pavement is 22 feet wide with varying amounts of gravel shoulder. The existing typical section along this rural major collector is as shown below:



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

LOCATION	YEAR OF COUNT	COUNT
MP 0.837 0.030 miles N. of Boy Scout Rd.	2000	650
MP 4.203 0.030 miles S. of Canary Rd.	2001	1550

TABLE 1 - ADT on Clear Lake Road

Pavement Condition Index (PCI) – The PCI is a measurement of pavement condition that takes into account, among other things, amount of cracking and age of pavement. It is based on a scale of 1 to 100 where a PCI of 1 represents the worst case and 100 represents the best case. Typically, a PCI of 70 or below indicates the need for some type of preservation measures to be taken before the road deteriorates to a point of needing reconstruction. The most recent PCI value for this section of Clear Lake Road is 85.

Crushed Base Equivalent (CBE) - The strength of the pavement structure of a roadway, typically expressed as an equivalent depth of crushed rock in inches, or Crushed Based Equivalent (CBE), is an indicator of the underlying structural integrity of the roadway. By converting different pavement types to a CBE, we can compare asphalt, concrete, or bituminous treatment (oil mat) roads. CBE is measured via coring samples taken from the paved road surface. A lower CBE may indicate that there is not a sufficient material base, which may expedite road failure. Factors such as traffic volume, axle weight, and soil types affect the durability of the roadway. Typically, the Department likes to see CBE values equal to or greater than 16 inches. The most recent CBE value for this section of Clear Lake Road is 15.5 inches.

Accident Rate – Accident rates are expressed as a number of accidents per one million vehicle miles traveled over a particular section of roadway. In looking at reported accidents for the three years between 1998 and 2000, the accident rate for this section of Clear Lake Road is 0.94.

While the proposed project is addressing safety of pedestrians, bikes and vehicles, it is not in response to a significant road structure or accident problem. Rather, it is in response to a request from the Dunes City Council to provide a safer environment for multiple modes of transportation.

B. Public Process

In accordance with Lane Manual Section 15.580, on April 30, 2002, the Public Works Department staff held an Open House and Public Hearing on behalf of the Roads Advisory Committee 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, May 10, 2002. A total of 9 comment sheets and letters were submitted during the time the record was held open.

C. Alignment

The alignment of the project generally follows the existing roadway centerline. Some minor realignment is proposed where feasible to reduce right-of-way or environmental impacts. Specifically, from approximately MP 2.00 to 2.50, a centerline shift of approximately 2 ½ feet to the north together with the use of a drainage curb is proposed to avoid needing a large fill slope that would impact trees and property. Near the end of the project limits, at approximately MP 3.8 to 4.1, another alignment shift is proposed of approximately 3 ½ feet to the west to avoid impacting a large number of trees. The alignment then transitions to a 4-foot shift to the east from approximately MP 4.1 to the end of the project at MP 4.23 for the same reason.

D. Typical Section

Since the PCI and CBE values for this section of roadway indicate the road is in fair or better condition, a widen and overlay project is appropriate rather than a full reconstruction of the roadway as one would expect with low values.

Current and projected traffic volumes indicate that one travel lane in each direction will be sufficient for this project. Construction of paved shoulders and overlay of the existing pavement will provide space for multiple modes of travel as well as errant vehicles, address drainage needs, and respond the Dunes City Council's request for bike/ped access around Woahink Lake.

The use of a rural typical section incorporates ditches for the conveyance of stormwater. AASHTO provides specific guidance for construction of ditches along roadways to provide for safety and efficiency of the roadway as a whole. Steepness of side slopes is also recommended based on an opportunity for errant vehicles to leave the roadway without rolling over. AASHTO guidelines generally recommend the use of 1V:4H or flatter slopes.

E. Bicycle Accommodation

The Lane County Master Road Plan requires the County to construct bikeways along arterials and major collectors during reconstruction projects. The proposed paved shoulders will accommodate bicycles, satisfying the Master Road Plan requirement. Paved shoulders will also accommodate pedestrians and provide additional recovery area for vehicles, an area for emergency stopping and better visibility of vehicles entering the roadway.

F. Right-of-way Widths

A shoulder widening project that added narrow gravel shoulders to Clear Lake Road was performed by the County sometime in the late 1970's. As a part of this project, right-of-way was acquired to accommodate fill and cut slopes. The right-of-way therefore varies in width throughout the project length from 30 feet to 70 feet. Due to the limited existing right-of-way width at some locations, right-of-way will be acquired based on the widths needed to accommodate the typical section, proposed alignment and culvert extensions. Generally, an additional 10 to 12 feet of right-of-way will be needed in these areas.

G. Environmental

The wetland delineation fieldwork is complete and the document draft is underway. A total of approximately 1 acre of wetlands are identified adjacent to the road project in the area of M.P. 3 including the bridge crossing of Gibbs (Miller) Creek, a tributary of Woahink Lake.

The Army Corps of Engineers, Division of State Lands, National Marine Fisheries Service and possibly others will determine mitigation requirements through permitting processes. Lane County does not have a mitigation site identified in the Florence area for this purpose. If the Department is unable to provide sufficient mitigation for the identified impacts, construction in the wetland impact area may only consist of an overlay of the existing pavement without adding paved shoulders. This is not desirable, but if sufficient mitigation is not available, as determined by regulating agencies, the whole project could otherwise be held up.

H. Drainage

County road funds can be used only to solve drainage problems related to the roadway. In light of this stipulation, the project generally incorporates the use of standard ditch sections to convey storm water runoff that falls within the right-of-way. The project also incorporates the use of Type "F" drainage curb in some locations. The use of drainage curb allows the Department to address stormwater runoff without the need for space to accommodate a rural ditch section. As such, drainage curb is often used for short lengths in areas where road grades are sufficient to convey storm water to a receiving ditchline. Eight separate lengths of Type "F" curb are proposed along the project for this purpose.

I. Policy Framework

The proposal is subject to requirements of the Oregon Transportation Planning Rule, the Lane County Master Road Plan, and the Dunes City Comprehensive Plan. Based on evidence contained in this record, and testimony presented in workshops and public hearings, the Roads Advisory Committee 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 road is consistent with OAR 660-12-025(1) because it is a facility authorized by the 1980 Lane County Master Road Plan. The Schedule of Roads listed in section 15.027 Lane Code, identifies classifications, and general dimensional standards for Lane County roads. Clear Lake Road appears on the Schedule of Roads as a Rural Major Collector, with a planned right-of-way of 70 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 road is consistent with OAR 660-12-050 because all four procedural requirements specified by that provision of the rule have been met. The Department of Public Works has been designated by the Lane County Capital Improvement Program (CIP) as the lead agency to coordinate project development. Over the past several weeks the Department of Public Works has undertaken a process for involving citizens, public agencies and service providers. This process culminated in a public hearing conducted by the Department of Public Works on April 30, 2002. Subsequent findings respond to all of the issues raised at this hearing or submitted in writing until the record was closed on May 10, 2002, 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 road satisfies Statewide Planning Goal 12 because it meets all standards of the administrative rule enacted to implement the goal. In particular, the proposed road 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 Lane County Master Road Plan

Clear Lake Road is classified as a Rural Major Collector, defined by Lane Code as a road or street which is used primarily as a connector from neighborhood areas to commercial or industrial districts, carrying traffic from one or more arterials. The Master Road Plan prescribes a planned right-of-way width of 70 feet, with an additional setback of 20 feet for all new construction.

Section 15.045 lists the minimum requirements for public roads. One of those requirements states that all public roads shall be designed and developed in accordance with current proper engineering practice.

Compliance with the Dunes City Comprehensive Plan

The original Dunes City Comprehensive Plan was adopted in 1976, and updated in 1978, 1985, 1996, and finally in 1997 from which the following policies are referenced. The plan is composed of 123 policies, most of which have no bearing on this proposal to improve Clear Lake Road. Those that do apply are as follows:

A. Citizen Involvement and Land Use Planning

Planning, Zoning, and Subdivision Control Policies

Policy A6. All construction on property contiguous to a lake, class F (fish bearing) stream, or wetland shall require a site review.

Since this road project is not a land development proposal subject to the building code, a site review is not required. However, impacts to the lakes and streams within the project area will be addressed through the environmental permitting process required for the project. This will include review and comment by other affected agencies, including Dunes City.

Land Use and Urbanization

Policy A10. Dunes City shall create an environment which is visually attractive and which preserves the basically rural, low-density residential character of the city.

The proposed project adds shoulders to the existing road using rural design standards.

B. Open Space, Scenic Areas, and Natural Resources

Policy B2. The city shall protect the waterways and geologic and wooded integrity of the area so that the community may proudly identify itself with trees, lakes, dunes and rivers.

Lane County will comply with the requirements of environmental permits from state and federal agencies, including Dunes City.

C. Lakes

Policy B9. Nonpoint pollution sources are a threat to the water quality of the city's lakes and streams. There shall be no direct urban run off into the city's lakes and streams. New construction and site development, including roads, shall provide a storm water management system consistent with sound engineering practice and the requirements of this policy. Owners of existing homes are to be encouraged to contain their run off as well. Site construction procedures shall not contribute to erosion into lakes and streams.

Urban storm drainage systems are not proposed for this project. However, the use of Type "F" drainage curb is being utilized to reduce specific impacts. In sections where drainage curb is used, storm run off is directed to rural ditch sections. Lane County will address erosion control in its rural design. Lane County has standard procedures in place under its NPDES permit to control erosion during the construction process including, but not limited to the use of sand bags, hydroseeding and vegetation matting to control soil erosion.

D. Fish and Wildlife

Policy B11. The city shall strive to protect the habitat of wildlife and fish, including lakes, fish-bearing (Class "F") streams, wetlands, riparian areas, and forested-lands. These resources shall be protected and conserved to the greatest extent possible, consistent with low-density development of the city.

Policy B12. Significant natural areas and habitats of listed plant and animal species (refer to federal and state law) shall be retained in open space whenever possible and will be considered in the planning and zoning process, particularly those areas containing unique ecological, scenic, aesthetic, scientific or educational values.

Lane County will consider sensitive areas in its design and will comply with required environmental permit conditions. The Department recognizes that Woahink Lake is a drinking water source for residents of Dunes City.

E. Scenic Areas Policies

Policy B13. Urban appurtenances, such as roadway and building signs, traffic signals, overhead wires, and utility poles, shall have an uncluttered appearance and be subordinate to their urban, rural, or natural setting. Removal of vegetation in privately-owned areas must comply with Dunes City's vegetation ordinance.

This project will be built to rural standards and will not include traffic signals or other urban signing. All signing on the project will be consistent with rural standards.

F. Wetlands

Policy B17. The wetlands in Dunes City serve as the most efficient biofilter known in maintaining a high level of water quality. They provide critical habitat for fish, plants and wildlife. The city shall protect these assets by regulating filling or dredging of the wetlands and by requiring setbacks to protect and maintain these values. Review of development activities within the setback area will be coordinated with the Division of State Lands.

Policy B18. In the compliance with the LCDC Administrative Rule on Goal 5, Natural Resources, the City shall classify the Darlingtonia California bogs identified in the Dunes City Local Wetlands Inventory and located on private property as a "1B" resource.

Lane County will coordinate with Dunes City, Division of State Lands, the Army Corps of Engineers and other affected agencies.

G. Transportation

Policy F1. The city shall strive to maintain an efficient, safe and attractive road system. All modes of transportation will be considered. The city will appoint a road commission consisting of Dunes City residents for planning and recommendations.

Policy F2. The city shall strive to minimize adverse impacts of the transportation system.

Policy F8. The city shall encourage provisions to be made for pedestrian and bicycle access.

Policy F10. Dunes City will coordinate the local planning review of highway projects with the Oregon Department of Transportation.

The proposed project, through provision of paved shoulders, is consistent with city policy to consider and make provision for all modes of transportation. The shoulders provide facilities that are consistent with rural standards of the Oregon Bicycle and Pedestrian Plan.

H. Coastal Shorelands

Policy K1. As defined by the Oregon Division of State Lands, the ordinary high water line of Siltcoos Lake is 12' above mean sea level and the ordinary high water line of Woahink Lake is 39.8' above mean sea level. The shorelands area is 50 feet measured horizontally from these points. Shoreland uses and development should avoid physical alterations of the shore, such as dredging, filling, riprap, and channelization.

Policy K2. The city will strive to preserve water quality, aesthetic values, and fish and wildlife habitat of shorelands, and provide for orderly development of water-dependent uses of shorelands, such as boating, fishing, and swimming.

Policy K3. Except as allowed by the zoning ordinance, new nonwater-dependent structures shall be excluded from the shorelands areas to protect water quality, fish and wildlife habitat, and to avoid adverse visual impact.

Policy K4. Shoreland vegetation and trees shall be retained in as natural a state as possible. All vegetation and trees removed shall be replaced within a specified time to prevent erosion and to protect the water quality, fish and wildlife habitat, and visual values, subject to city approval.

Again, mitigation of any unavoidable impacts will be accomplished through the requirements of the environmental permitting process.

I. Forested Lands

Policy L1. Dunes City shall strive to maintain the forested character of Dunes City through the enforcement of its ordinances and the Forest Practices Act.

Policy L2. Logging not within the 50' shoreland area shall be regulated and enforced by the Oregon Department of Forestry under the Forest Practices Act or applicable city regulations.

The County will prepare a tree removal plan for approval by the Department of Forestry in coordination with the City of Dunes City. Removal of trees will be minimized, consistent with the design and safety standards for the project.

**Clear Lake Road Improvement Project
Right-of-Way Acquisition List**

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
CLEAR LAKE ROAD - PHASE 3
AS OF 8/12/02

Parcel Number	Tax Lot Information	Account Number	Name and Address
1297-01	19-12-11-40 TL #2100	0862324	SCHAREN, ROBERT H. TE SCHAREN, NINA W. TE R & N SCHAREN LIVING TRUST
1297-02	19-12-11-40 TL #2101	0862340	HARPER, DAVID J.
1297-03	19-12-14-10 TL #200	4115141	SMITH, DENNIS D. & DARLA M.
1297-04	19-12-14-10 TL #100	0863421	MACIOLEK, JOHN A. TE
1297-05	19-12-14-10 TL #101	4241798	BENNETT, ALLEN & CHARLENE
1297-06	19-12-14-10 TL #1709	1544269	WORLEY, CLIFFORD J. WILLIAMS, LOIS G.
1297-07	19-12-14-10 TL #1710	1026168	HANSCOM, BRADFORD & SAUNDRA
1297-08	19-12-14-10 TL #1802	1154598	BUSBY, JESSE M. & EMELIE J.
1297-09	19-12-12-00 TL #1303	0862720	FARMER, CONSTANCE M. TE

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
CLEAR LAKE ROAD - PHASE 3
AS OF 8/12/02

EXHIBIT B

Parcel Number	Tax Lot Information	Account Number	Name and Address
1297-10	19-12-12-00 TL #1302	0862712	FARMER, CONSTANCE M. TE
1297-11	19-12-13-00 TL #500	0863207	LESSOR, CHARLIE J. MILLER, GLADYS E.
1297-12	19-12-13-00 TL #600	0863223	KUTSCH, ROBERT E. & KATHRYN S.
1297-13	19-12-13-00 TL #702	1171634	RAIA, ERNEST R. & SHIRLEY WOLFE, MARY RUTH
1297-14	19-12-13-00 TL #703	1253440	LEWIS, FRANK H. & FLORENCE E.
1297-15	19-12-13-00 TL #700	0863249	OREGON PACIFIC BANKING CO. C/O LEWIS, FRANK H. & F. E.
1297-16	19-12-13-00 TL #704	1308061	KOOZIN, WALTER J.
1297-17	19-12-13-00 TL #312		ROBBINS, SCOTT B.
1297-18	19-12-13-00 TL #800	0863272	CABLE, JOHN D. & CINDY L.

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
CLEAR LAKE ROAD - PHASE 3
AS OF 8/12/02

EXHIBIT B

Parcel Number	Tax Lot Information	Account Number	Name and Address
1297-19	19-12-13-00 TL #801	1244415	CONLEY, DONNA RENE TE CONLEY LIVING TRUST
1297-20	19-12-13-00 TL #802	1244423	CONLEE, STEPHEN L. & DIANE L.
1297-21	19-12-13-00 TL #1100	0863306	McPHETERS, ALTA CAROLINE
1297-22	19-12-13-00 TL #1500	0863355	JENSEN JOREE L. TE JENSEN FAMILY TURST C/O JENSEN, FRED L. TE
1297-23	19-12-13-00 TL #1000	0863298	JENSEN, JON K. & JULIE A.
1297-24	19-12-13-00 TL #1200	0863314	SANDERS, WARREN G. & LETHA L.
1297-25	19-12-13-00 TL #1400	0863348	TROUSDALE, GERDA GARGIONI, WILMA
1297-26	19-12-13-00 TL #1501	1558715	SHERWOOD, JAMES D. & LINDA M.
1297-27	19-12-13-00 TL #1300	0863322	KARNES, DANIEL B. & JOYCE A.

Lane County Department of Public Works
Road Assessment System Property Listing - Sorted by Parcel
CLEAR LAKE ROAD - PHASE 3
AS OF 8/12/02

EXHIBIT B

Parcel Number	Tax Lot Information	Account Number	Name and Address
1297-28	19-12-13-00 TL #309	1605599	SCARBERRY, EDDIE D. & LESLIE C.
1297-29	19-12-13-00 TL #310	0863165	HANSLITS, LAURENCE T. & LAURIE A
1297-30	19-12-14-10 TL #1818	1154754	DURHAM, RONALD E.
1297-31	19-12-14-10 TL #1819	1154762	VAN LAER, ARNOUD & PEGGIE
1297-32	19-12-14-10 TL #4801	1487154	BRIGGS, RICHARD A. C/O FORUM, DONALD E & RHEA E
1297-33	19-12-14-10 TL #4806	1487204	BAKER, BOB L. & SOPHIE B.
1297-34	19-12-14-40 TL #102	0864304	YUNKHERR, DALE LYLAS ETAL
1297-35	19-12-14-40 TL #103	0864312	YUNKHERR, DALE LYLAS ETAL
1297-36	19-12-14-40 TL #104	4011480	BUSS, MARGARET L.

Lane County Department of Public Work
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Parcel Number	Tax Lot Information	Account Number	Name and Address
1297-37	19-12-14-40 TL #105	0864338	SAULSGIVER, RALPH E. JR & S. A.
1297-38	19-12-14-40 TL #106	0864346	STEPHENS, DONNA M. & ANTHONY V.
1297-39	19-12-14-40 TL #101	0864296	BOWER, FRED A. BOWER, ANGELINA M.
1297-40	19-12-14-44 TL #600	0865079	JENSEN, LARRY W. & CAMELLIA K.
1297-41	19-12-13-00 TL #305	0863157	BENSON, STEVEN G. TE BENSON, MARGARET TE BENSON FAMILY TRUST
1297-42	19-12-13-00 TL #304	0863140	WALES, ARTHUR F. TE WALES, JUDITH L. TE WALES JOINT TRUST
1297-43	19-12-13-00 TL #302	0863124	BLACKBURN, GERARD S. & N. B.
1297-44	19-12-13-00 TL #303	0863132	LANGAN, DAVID P
1297-45	19-12-24-00 TL #207	0867950	FIRST HORIZON HOME LOAN CORP

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Parcel Number	Tax Lot Information	Account Number	Name and Address
1297-46	19-12-13-00 TL #300	0863090	FOSSUM, TIMOTHY A. & LINDA B.
1297-47	19-12-24-00 TL #213	0867984	CONNELL, WILLIAM J & SANDRA S
1297-48	19-12-24-00 TL #200	0867877	ROCKY MOUNTAIN ELK FOUNDATION, INC.
1297-49	19-12-24-00 TL #206	0867943	BRAUER, ALBERT JAMES TE BRAUER, CATHERINE TE
1297-50	19-12-24-00 TL #208	0867968	ROSEBURG RESOURCES CO.
1297-51	19-12-24-00 TL #209	0867976	ROBBINS, SCOTT B.
1297-52	19-12-24-00 TL #433	0998748	ANDERSON, ALLAN L. TE ALLAN L. ANDERSON TRUST
1297-53	19-12-24-00 TL #424	0995611	COUTURIER, EMILE J. CALVI-COUTURIER, MARILYN
1297-54	19-12-24-00 TL #421	0868222	ORTLIEF, JAMES J. & JOAN W.

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1297-55	19-12-24-00 TL #420	0868214	THOMPSON, GLENN L. & D. D.
1297-56	19-12-24-00 TL #405	0868065	CASTLE, FRANK L. & CAROL J.
1297-57	19-12-24-00 TL #402	0868032	OR. DEPT OF VETERANS AFFAIRS C/O ECKROTH, GRANT D.
1297-58	19-12-24-00 TL #435	1052107	ZIEMER, BECKY
1297-59	19-12-24-00 TL #403	0868040	MAY C VERNON LIFE ESTATE MAY-LAWSON, PATRICIA L.
1297-60	19-12-24-00 TL #401	0868024	MILLER, LEWIS J. & KAREN S.
1297-61	19-12-23-40 TL #100	4055982	MONTGOMERY, ALAN AMP II LTD. PARTNERSHIP
1297-62	19-12-23-40 TL #200	0867414	JACKSON, ROBERT ROY C/O LIGHT, LARRY W.
1297-63	19-12-23-10 TL #803	1542552	FRANC, SUSAN T.

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1297-64	19-12-23-10 TL #802		FRANC, SAMUEL E. JR. TE FRANC, ELIZABETH V. TE FRANC LIVING TRUST
1297-65	19-12-23-10 TL #700	0866143	CAMMARANO, ANN AYERS ETAL
1297-66	19-12-23-10 TL #600	0866135	BRANDT, MARLAN G. & VONDA E.
1297-67	19-12-23-10 TL #601	1182615	THIES, GERALD H. & JANET L.
1297-68	19-12-23-10 TL #500	0866127	THIES, GERALD H. & JANET L.
1297-69	19-12-23-10 TL #901	1401585	SIUSLAW PROPERTIES, INC.
1297-70	19-12-23-10 TL #900	0866184	SIUSLAW PROPERTIES, INC.
1297-71	19-12-23-10 TL #800	0866168	SIUSLAW PROPERTIES, INC.
1297-72	19-12-23-10 TL #303	1114873	VASILATOS, JULIA

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1297-73	19-12-23-10 TL #300	0866093	BRALEY, FLOYD H. & ALICE M.
1297-74	19-12-23-10 TL #301	0979151	SATHE, WILLIAM L. & TERESA
1297-75	19-12-23-10 TL #302	0998722	SAUBERT, JUNE J. TE ROYAL SAUBERT FAMILY TURST
1297-76	19-12-23-40 TL #701	0867521	LUTHER, TERRY A. & MICHAEL D.
1297-77	19-12-23-40 TL #618		ELLSON, RONALD C. & CHERYL A.
1297-78	19-12-23-40 TL #619		ELLSON, RONALD C. & CHERYL A.
1297-79	19-12-23-40 TL #616	1301827	ELLSON, RONALD C. & CHERYL A.
1297-80	19-12-23-40 TL #617	1594413	ELLSON, RONALD C. & CHERYL A.
1297-81	19-12-23-40 TL #607	1445863	JOLLEY, WINFORD LEE TE JOLLEY, CAROL ANN TE WINFORD & CAROL JOLLY REV. TR

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1297-82	19-12-23-40 TL #605	1301835	STURSA, SANDRA MOORE MASON, JEFFREY LYNN
1297-83	19-12-14-10 TL #100		DOWNEY, KAYE M. & TIMOTHY W.