



TRANSPORTATION ADVISORY COMMITTEE (TrAC)

AGENDA

Wednesday, July 24, 2019

5:15pm

Dinner (Committee/Staff)

Goodpasture Room

5:45pm - 7:35pm

Public Meeting Session

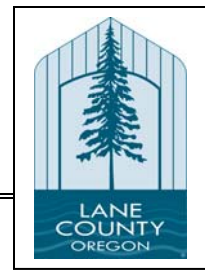
3050 North Delta Hwy, Eugene, OR 97408

- I. Introductions / Agenda Review – *Chair, Kevin Woodworth, 5 min.*
- II. General Public Comment, **5 min.**
- III. Territorial Highway Reconstruction Project **Public Hearing and Action** – *Becky Taylor and Kerry Werner, 20 min.*
Staff will provide a brief project overview and then the public hearing will be opened. Once the public hearing is closed the TrAC will deliberate on the action.
- IV. Storm event debrief and preventative maintenance needs – *Patence Winningham-Melcher and Orin Schumacher, 15 min.*
Staff will summarize the 2019 winter storm event debrief and discuss any preventative maintenance needs identified.
- V. Capital Improvement Program (CIP) Next Steps – *All, 40 min.*
The TrAC will review the draft CIP. Staff will walk through the project list and explain how projects were evaluated using the Lane County TSP's guiding principles.
- VI. Local Access Roads (LARs) Policy Discussion – *All, 25 min.*
After a brief overview of the existing concerns around LARs, the TrAC will provide further direction on potential policy changes to investigate.
- VII. Info Share / Next Steps, – *All, 5 min.*

Attachments:

- Territorial Highway Reconstruction Project memo and materials (Page 2-26)
- Draft CIP 2020/2021-2024/2025 (Page 27-36)
- Draft CIP projects with TSP Guiding Principles Evaluation (Page 37-41)
- Local Access Roads – past BCC meeting materials (Page 42-50)
- Local Access Roads – updated list and inventory of current LARs (Page 51-60)
- TrAC 12 Month Calendar (Page 61)

Memorandum Date: April 30, 2019
Meeting Date: May 22, 2019



TO: Transportation Advisory Committee (TrAC)

DEPARTMENT: Public Works

PRESENTED BY: Kerry Werner, Engineering Design Program Manager
Becky Taylor, Senior Transportation Planner

AGENDA ITEM: Territorial Highway Reconstruction Project

I. ACTION

This item is a public hearing and potential action on the Territorial Highway Reconstruction project. The public hearing is pursuant to Lane Manual 15.580, which establishes a public involvement process and requires Design Concept approval by the Lane County Board of Commissioners (BCC). The Design Concept is the attached Territorial Highway, Gillespie Corners to Town of Lorane, Corridor Plan. The TrAC action is to provide a recommendation to the BCC to approve, modify, or deny the Design Concept.

II. BACKGROUND

Staff presented project information at the May 22, 2019 TrAC meeting in preparation for this item. Since then, staff held a public information meeting on June 20, 2019, which was attended by over 70 community members, including area residents, business owners, and bicycling enthusiasts. There was an overwhelming celebratory feeling expressed by community members, with several people indicating they would attend the July 24, 2019 TrAC public hearing to show their support.

The Design Concept reflects the community's preference which was determined through a planning process that began in 2012, included a design alternatives analysis with public meetings in 2014, and concluded with a technical report in 2016. Since 2016, Lane County has been working with the community to secure additional funding, with a variety of grant applications, and to collect additional data, such as geotechnical investigations, to advance the project. The community's and the County's commitment to this project was forged in response to the tragic death of Jane Higdon who was hit by a logging truck while bicycling Territorial Highway in 2006.

Until only recently, Territorial Highway has been under the jurisdiction of the Oregon Department of Transportation, making it a lower priority for investments when compared to other State facilities, such as Beltline and Interstate-5. On March 21, 2019, Territorial Highway was transferred to Lane County and to mitigate the impacts of managing this asset, maintenance responsibilities will be phased over several years, and additional funding was provided by the State, with committed funding for constructing this project.

The project is to improve the 5.71 miles of Territorial Highway located between Gillespie Corners (milepost 32.06) and the town of Lorane (milepost 37.37). The improvements will generally follow the existing roadway alignment, with the exception of the segment through the slide area (milepost 34.09 to 35.3 at Stony Point) and include:

- Widening the road to provide 6-foot shoulders and two 11-foot vehicle travel lanes
- Softening 4 curves to improve access and sight distance
- Replacing culverts and raising and widening bridges to address deficient waterway crossings
- Stabilizing the slide at Stony Point through roadway realignment

III. RECOMMENDATION / NEXT STEPS

Given the broad community support and multiple years of investment in planning and analysis, and in order to advance the project for construction in 2020, staff recommends approval of the Design Concept as presented. The TrAC recommendation will be forwarded to the BCC for a final decision as a Board Order, which is tentatively scheduled for August 20, 2019. This approval will enable staff to prepare more detailed plans in consultation with affected property owners and begin the right-of-way negotiations. Additional public outreach is expected as more detailed information becomes available.

IV. FOR MORE INFORMATION

Feel free to contact Becky Taylor by phone at 541-682-6932 or by email at becky.taylor@co.lane.or.us.

Also visit the project webpage at www.lanecounty.org/territorialhighway

V. ATTACHMENTS

Design Concept: Territorial Highway, Gillespie Corners to Town of Lorane, Corridor Plan

taken in Early days of the (Crossed 1853)
Roller Mountain family at Smithfield, Oregon
now known as Franklin - taken on the -
now known as Groves mark farm across
from Cemetery those present are George,
Minnie, Albert, Henry Roller, Ira
owned by Varian S. Mounts - Grandson



Territorial Highway (Gillespie Corners – Town of Lorane) Corridor Plan and Design Concept

DRAFT July 2019

Planned improvements and design concepts for the Territorial Highway corridor located between Gillespie Corners and the town of Lorane

Acknowledgements

In Honor of Jane Higdon

So many community members rallied around the tragic death of Jane Higdon to bring about this project

Special thanks to the following stakeholders for their involvement and leadership

Congressman Peter DeFazio
Senator Floyd Prozanski
Senator Ron Wyden
Senator Jeffrey A. Merkley
Representative Paul Holvey
Jay Bozievich, Lane County Commissioner – District 1 West Lane
Sid Leiken, Former Lane County Commissioner
Richard Hughes, Bicycle Advocate
Tom Jefferson, Widower of Jane Higdon
Ed King, King Estates

Regional Partners

Oregon Transportation Commission
Oregon Department of Transportation
Lane Area Commission on Transportation

Project Management and Technical Team:

Kerry Werner, Project Manager and Design Engineer
Kevin Brown, Environmental
Peggy Keppler, County Engineer
Alex Cuyler, Legislative Liaison
Becky Taylor, Transportation Planner

Thanks to the legacy and hard work of prior staff:

Lydia Kaye (McKinney), former project manager
Bill Morgan, former County Engineer
Janet Mayer, former design engineer
Peder Alison, former engineering technician
Sarah Wilkinson, former planner

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Executive Summary

Territorial Highway is a valuable asset, as a continuous corridor through West Lane County, providing regional connectivity to adjacent counties to the north and south, and local access to rural communities and resource lands, including forest, farming, and winery operations. The City of Veneta and several unincorporated communities, such as Cheshire, Elmira, Crow, Hadleyville, and Gillespie Corners and Lorane, have developed around Territorial Highway. It has as a rich culture, as part of the historic Applegate Trail, and is a gateway to the scenic countryside, making it a popular bicycle route and tourist attraction.

The highway was built without the benefit of current technology and equipment, yet it intelligently followed the natural terrain. As such, it is a narrow, windy road, presenting challenges for roadway users. The needs and values of the highway vary along the corridor, depending on the surrounding environment, which include residential and commercial communities, as well as farmlands and wetlands.

The consistent need throughout the corridor is improvements to the roadway, as the current structure is deteriorated with potholes. There are active landslides along the corridor with areas of roadway failure. Several bridges and culverts flood on a regular basis and waters overtop the roadway during 100-year storm events, preventing through traffic.

For years, Lane County has been working with the community to improve Territorial Highway, especially the portion located between Gillespie Corners and the town of Lorane, in response to the tragic death of Jane Higdon who was hit by a logging truck on her bicycle. Until only recently, Territorial Highway has been under the jurisdiction of the Oregon Department of Transportation, making it a lower priority for investments when compared to other State facilities, such as Beltline and Interstate-5. On March 21, 2019, Territorial Highway was transferred to Lane County which now has ownership and jurisdiction over the entire corridor; maintenance responsibilities, however, will be phased over several years.

The jurisdictional transfer of Territorial Highway to Lane County came with additional funding provided by the Oregon Legislature. There is not enough funding to improve the entire corridor, but investments will be prioritized toward maintenance and safety. A portion of the corridor, between the communities of Gillespie Corners and Lorane, has committed funding for improvements which is the focus of this plan.

This plan provides the design concept that was shaped by a community planning effort which began in 2014. Construction of the community-preferred alternative is now possible and is scheduled to commence in 2020 and phased over several years through 2024. The project is to improve the 5.71 miles of Territorial Highway located between Gillespie Corners (milepost 32.06) and the town of

Lorane (milepost 37.37), generally following the existing roadway alignment, with the exception of the segment through the slide area (milepost 34.09 to 35.3 at Stony Point) and including:

- Widening the road to provide 6-foot shoulders and two 11-foot vehicle travel lanes
- Softening 4 curves to improve access and sight distance
- Replacing culverts and raising and widening bridges to address deficient waterway crossings
- Stabilizing the slide at Stony Point through roadway realignment

Figure 1. Solution Study



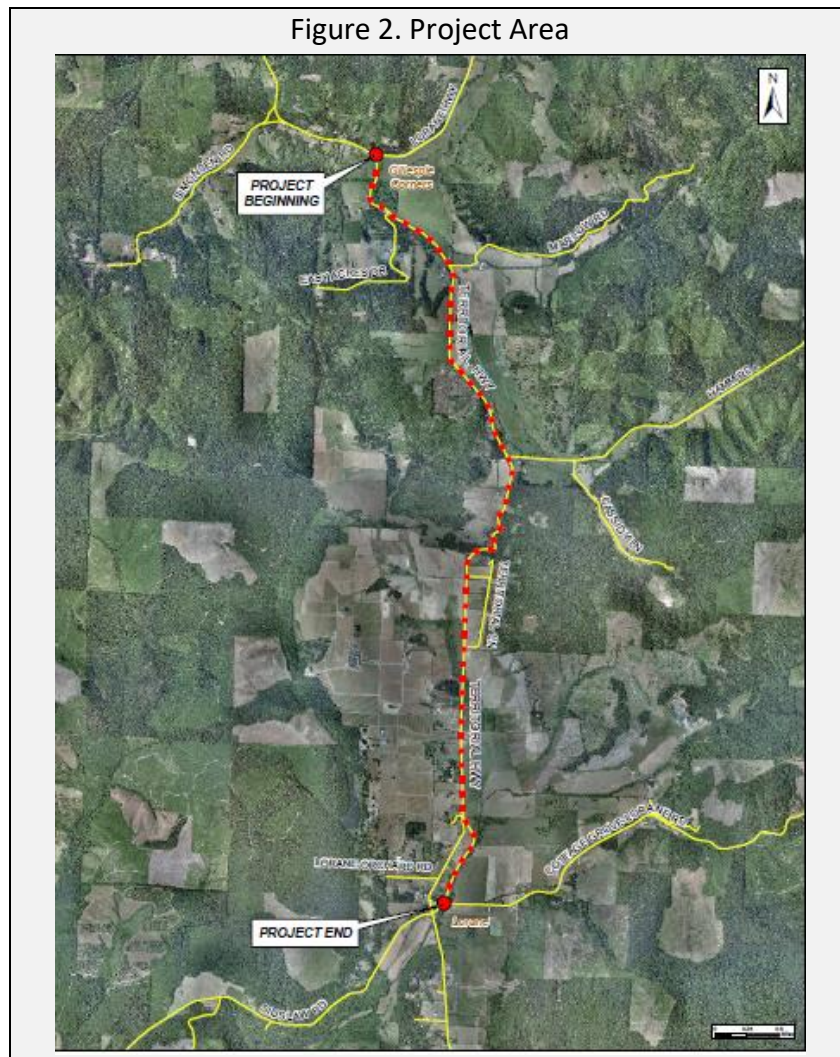
Lane County Staff Evaluate Roadway

Chapter 1 – Introduction

This chapter provides a summary of the project purpose, plan, and process.

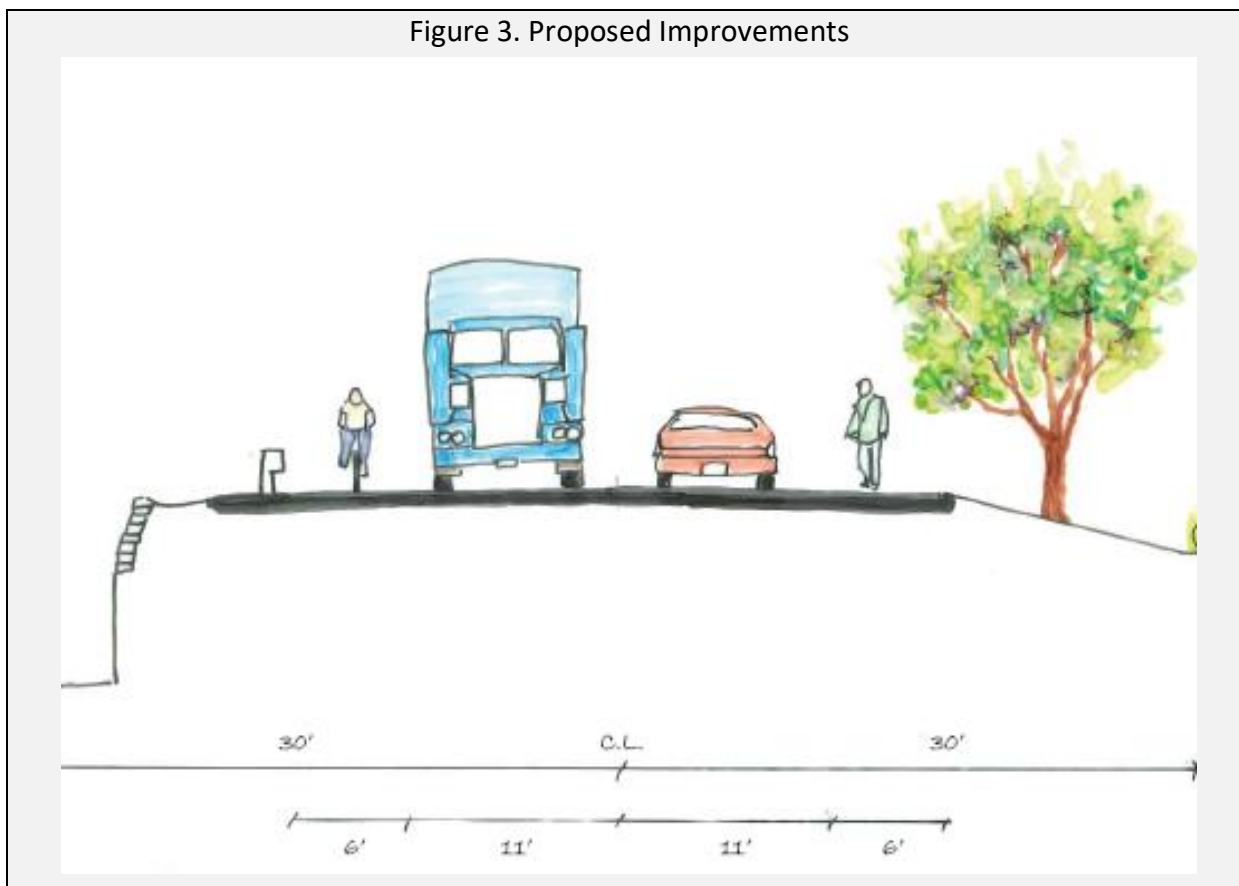
Purpose

The purpose of this project is to improve safety for all users of Territorial Highway. The project area is the 5.71 miles of Territorial Highway that is located between Gillespie Corners and the town of Lorane. The combination of conflicting factors between freight users and recreational cyclists using this substandard, narrow facility was brought home in 2006 by the tragic death of Jane Higdon, an experienced cyclist who was killed when a logging truck passed her on this narrow stretch of the road. Due largely to the road's geometric condition, the truck driver was found not to be at fault. Not only will the improvements address safety issues, they will result in a resilient, attractive roadway that no longer hinders economic growth and encourages multi-modal travel.



Plan

The improvements – the preferred design alternative that was supported by the community – include widening the paved surface to 34 feet in width, to provide two 11-foot travel lanes and six-foot shoulders. Improvements include addressing both vertical and horizontal curves and raising and widening bridges that frequently flood. The project will also stabilize the roadway on Stony Point by realignment. Design details are provided in Chapter 5.



Process

This plan constitutes a Design Concept, pursuant to Lane Manual 15.580 which establishes a public involvement process and requires Design Concept approval by the Lane County Board of Commissioners. Consistent with these procedural requirements, there was a robust public involvement process to determine the appropriate design solution. Lane County has been working with stakeholders for several years to develop this project.

2014-2015

Lane County initiated the planning process in 2014, upon receipt of a \$440,000 Transportation, Community, and System Preservation Program (TCSP) grant, which was matched with \$100,000 in private funds and in-kind staff time from Lane County and ODOT. Lane County's successful grant application was supported by over 60 stakeholders, including community members, emergency

service providers, and members of the bicycling community, and logging and trucking industries. The 2014-2015 process included public workshops and resulted in a community preferred alternative which is reflected in this Design Concept. The public involvement process is detailed in Chapter 3.

2016-2019

Following the public workshops, Lane County staff investigated the feasibility of the community-preferred design. The investigation included geotechnical, hydraulic, pavement, right-of-way, utilities, storm water, cultural and environmental analysis. Although the design was intended to minimize impacts, by generally following the existing alignment, the physical characteristics of wetlands and an active slide necessitated additional funding to advance the design, prompting Lane County to apply for Statewide Transportation Improvement Program (STIP) funding. In 2016, Lane County produced a technical report summarizing the findings, concluding the planning funding. An additional \$1M STIP funding for design was programmed for 2018-2021.

In 2017, the Oregon Legislature provided \$30M for the jurisdictional transfer of Territorial Highway from the Oregon Department of Transportation to Lane County. The funding is not enough to improve the entire highway, but enabled Lane County to commit to constructing the proposed improvements for Territorial between Gillespie Corners and the town of Lorane. In 2018 and 2019, Lane County completed the design work necessary to ensure the feasibility of constructing the community-preferred alternative.

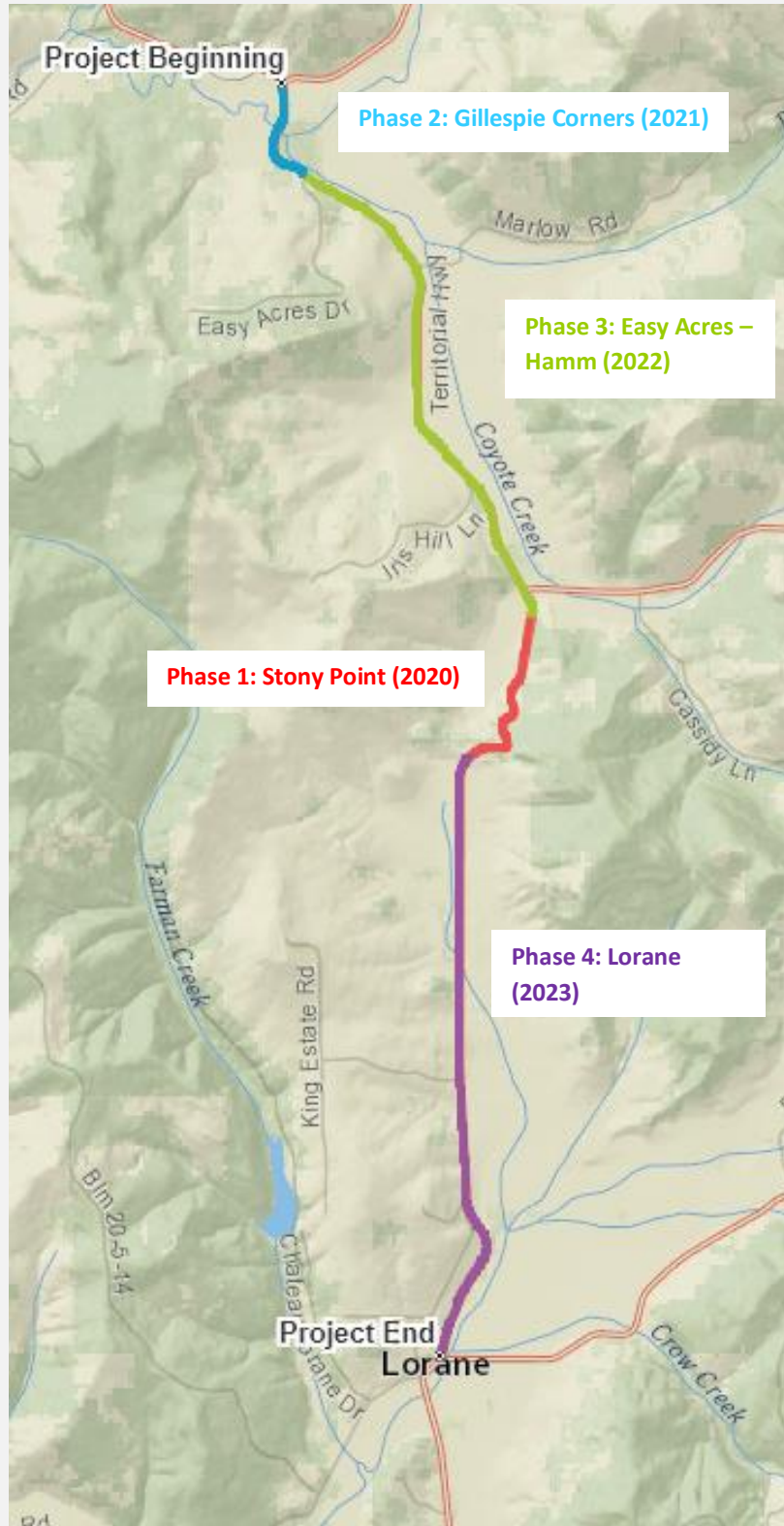
On June 20, 2019, a public meeting was held to update stakeholders on the development and implementation of the project. The meeting was attended by over 70 community members, including area residents, business owners, and bicycling enthusiasts. There was an overwhelming celebratory feeling expressed by community members.

A public hearing before the Lane County Transportation Advisory Committee (TrAC) is scheduled for July 24, 2019. The TrAC will advance a recommendation on the Design Concept to the Board of County Commissioners for a Board Order.

2020-2024

Approval of this plan and Design Concept will enable Lane County staff to advance the project toward construction, which is planned to commence in phases between 2020 and 2024 as shown in Figure 4. The first priority for construction is stabilizing Stony Point which is scheduled to commence in 2020 and involves a realignment that will soften sharp curves. Phase 2 construction in 2021 is at the north end of the project at Gillespie Corners which will involve replacing two bridges. Phase 3 construction in 2022 is between Easy Acres Drive and Hamm Road which includes realignment of a curve. The final phase of construction is planned to commence in 2023 to complete the southern portion of the project to the town of Lorane. The entire corridor, from Gillespie Corners to Lorane, will be improved to have six-foot wide shoulders.

Figure 4. Construction Phasing Plan



Chapter 2 – Existing Conditions

This chapter describes constraints and opportunities of the corridor today.

Roadway Conditions

The average daily traffic (ADT) of Territorial Highway is 1700 vehicle trips and conveys a relatively high percentage of freight traffic (10%). Bicyclists utilize this scenic rolling highway for recreational and commuter purposes, although there is no bike lane or shoulder. The overall roadway width varies between 20 and 22 feet. The roadway geometry is substandard with sharp curves and steep grades that limit sight distance. A portion of the project is located within an active slide area at Stony Point and will require geotechnical mitigation. Bridges within the project area are prone to flooding and need to be raised or replaced.

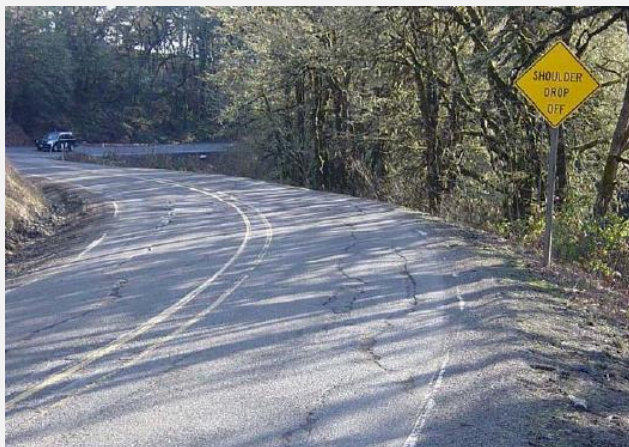
Figure 5. Existing Roadway Conditions



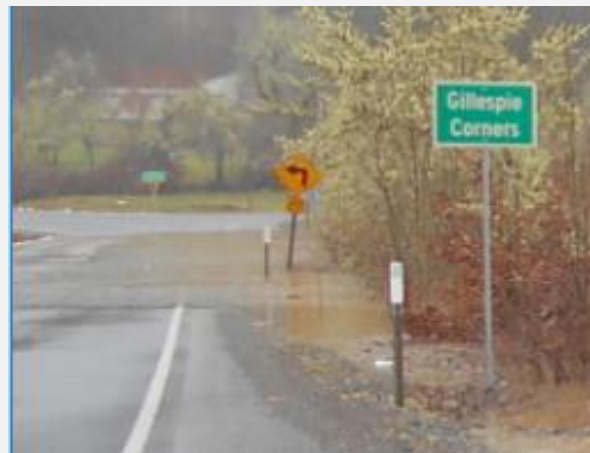
No shoulders for bicycles



Poor Pavement



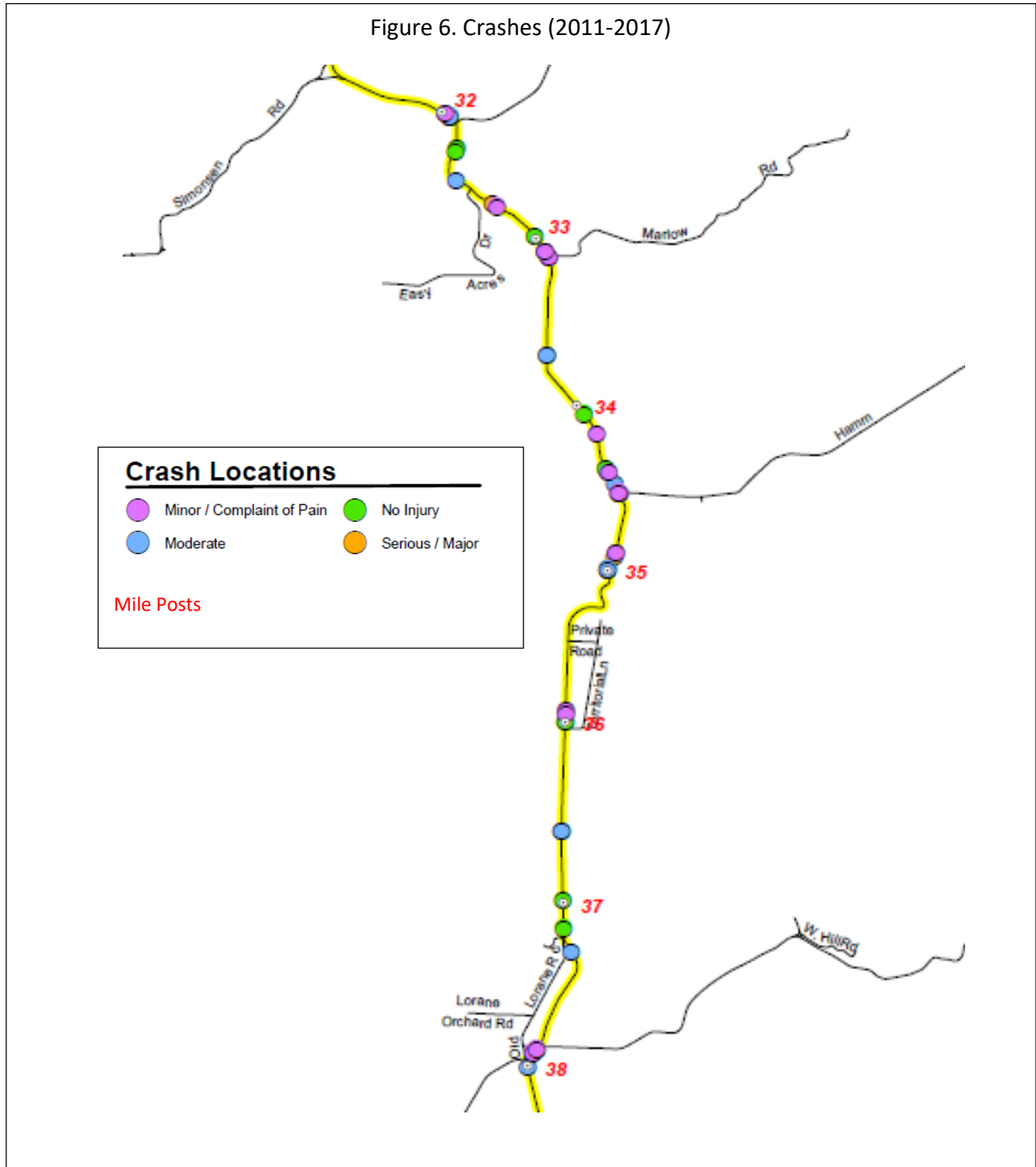
Slides and Sharp Curves



Flooding

Safety

This project was initiated following the tragic death of Jane Higdon, who was hit by a logging truck while cycling on Territorial Highway. As shown in Figure 6, there have been 24 crashes along the corridor, resulting in a variety of injuries in recent years.



Environmental

There are known cultural, wetland, waterway and habitat resources around the project area. Prior to the construction of any improvements, a more detailed review of environmental impacts will occur, in accordance with the National Environmental Policy Act (NEPA) or other applicable regulations. A summary of resources is provided below.

Cultural Resources: Archaeological and Historical Sites

Territorial Highway, which runs the full length of Lane County, was once the path of the historic Applegate Trail used by pioneers as a southern approach to the rich fertile land of the Willamette Valley. A preliminary subsurface reconnaissance of the project site by an ODOT Archaeologist resulted in the identification of three sites containing prehistoric or historic artifacts. The sites were on private property outside of the existing right-of-way. Although permission to enter was granted by the property owners for the exploration, the location and findings are considered sensitive to protect both the property owners and the artifacts. Remains found at the isolated finds were considered to be too sparse to warrant further investigation. The project management team evaluated the alignment of the various alternatives to avoid impact to these sites.

A historic building exists at the southern end of the project. The structure was built in 1920 and was once a tavern, known as the “Dew Drop.” The building is currently vacant. The property owners shared some of the history with staff and expressed a willingness to work with the County to preserve this building. The building will need to be moved to implement the project.

Figure 7. Historic Structure



The Dew Drop Tavern (Closed)

Geology: Ancient and Active Landslide(s)

An ancient and active landslide exists adjacent to Territorial Highway, where it abuts Stony Point. The roadway has obvious sinking and sliding damage. Roadway repairs and slide stabilization work has been minimal.

Review of existing information dated back to 1951 with an Oil and Gas Investigations Map. Aerial photography was compared over several decades, beginning with 1952. State drawings of the roadway were also consulted. ODOT staff has multiple recorded site visits, from 1983 to present.

Between 2014 and 2015, ODOT took instrumentation readings within the project area, which detected movement, resulting in a preliminary geotechnical report for the project. More recently, Lane County has hired geotechnical professionals to collect additional data and develop geotechnical recommendations necessary to build the project.

Water Resources: Waterways and Wetlands

The project spans two river watershed basins: the Long Tom and the Siuslaw. Coho salmon, which is listed as threatened under ESA, are found in the Siuslaw watershed. The Long Tom watershed provides habitat for cutthroat trout, which is listed as a species of concern by the Oregon Department of Fish and Wildlife. Coyote Creek, Norris Creek, Crow Creek, North Fork Siuslaw River, and three unnamed creeks are within the project area and are considered “waters of the United States” and “waters of the State.” As such, any construction activity below the Ordinary High Water Mark requires authorization from the Department of State Lands and the US Army Corps of Engineers, in accordance with Oregon’s Removal-Fill Law and the Clean Water Act.



Wetlands are located along the length of the project. A wetland delineation report was prepared by Lane County and submitted to the Department of State Lands. Approximately 7.4 acres of wetlands may be impacted by this project. Impacts to wetlands needs to minimized and mitigated in order to comply with federal and state requirements. Any runoff to the wetlands requires pre-treatment to reduce pollutants.

Runoff from the roadway currently sheet flows to roadside ditches and open waterways. The surrounding soils are predominantly silty clay loams, which are classified as hydrologic soil group C. Group C soils have low infiltration rates when thoroughly wetted and consist chiefly of soils with a layer that impedes downward movement of water and soils with moderately-fine to fine structure. If stormwater runoff from the roadway is to infiltrate, the adjacent soils will need to be amended by replacing the existing poor-draining soils.

The area currently floods and two bridges and several culvert structures are substandard. Preliminary hydraulics study has been performed by ODOT at both bridges, but a more detailed analysis is underway. The current rise required for the bridge raisings based on preliminary data is 2’-6”. This value may change and may be different for each bridge. The final hydraulics study will reveal this information.

Approximately eighty culverts are located within the limits of the project. All of the culverts have a diameter of 4 feet or less and can be designed to small culvert criteria as outlined in ODOT’s Hydraulic Manual with the exception of three culverts located at possible fish bearing stream crossings. These three culverts may require a medium culvert design study and may need to meet either NMFS or ODFW fish passage standards, further study is required.

Chapter 3 – Public Involvement

The community provided significant input on the project which is summarized in this chapter.

This plan was developed through a robust public involvement process, which brought the diverse viewpoints of stakeholders together. Community support is demonstrated by the \$100,000.00 private cash donations and over 60 letters of support. The Jane Higdon Foundation provided \$87,500. King Estates Winery pledged \$12,500. Support letters were provided from wineries, logging companies, the school district, cyclists, residents, and business owners.

Stakeholder Input

Stakeholders, representing a variety of interests, were consulted to review and comment on the data. The Stakeholder Advisory Committee included the following members:

- Jim Bailor, Lorane Rural Fire Protection District
- Catherine Boucher, Local Resident (Hamm Road)
- Theresa Brand, Lane Transit District (LTD) Point2Point
- Jed Kaul, Long Tom Watershed Council
- Dean Livelybrooks, Crow-Applegate-Lorane School District
- Bill McCoy, Freight
- Ellen Mooney, Lane County Roads Advisory Committee (former)
- Terry Ney, Lane Fire Authority
- Paul Nicholson, Bicycle Way of Life
- John Norrena, Lane Electric
- Ann Sanders, Siuslaw Watershed Council
- Arite Weiner, King Estate Wine

Public Meetings

On October 28, 2014, the first open house was held at King Estates, which is within the project boundary. Over 100 people participated in this event, representing diverse users, including freight, bikers, emergency service providers, and area residents. There was strong consensus that addressing safety while maintaining the rural character of the road should be the primary goal.



Figure 10. Public Meeting #2



June 16, 2014, Lorane Grange

A second open house was held on June 16, 2014 at the Lorane Grange to view and discuss two design alternatives that were developed based on the public input received at the first open house. The project team received strong public support to improve Territorial Highway to a 34-foot wide road that mostly maintains the existing road alignment. In the preferred alternative, travel lanes would be widened, shoulders added, horizontal and vertical curves realigned, and new bridges to raise the road and eliminate repeat flood events.

A third public meeting was held on June 20, 2019 at the Lorane Grange to update stakeholders about the project advancing to construction in 2020-2023. The meeting was attended by over 70 community members, including area residents, business owners, and bicycling enthusiasts. There was an overwhelming celebratory feeling expressed by community members for the County to finally be able to deliver the community-preferred design that was developed in 2014.

Figure 11. Public Meeting #3



June 20, 2019, Lorane Grange

Public Hearing

The TrAC is scheduled to conduct a public hearing on July 24, 2019. Following the public hearing, the TrAC is required to forward a recommendation to the Board of County Commissioners.

Project Webpage

Throughout the process, the County updated a webpage dedicated to the study to enable interested parties to review key documents, be informed about upcoming opportunities to provide in-person feedback and to establish a County staff member as the primary contact point for the process. Through this information, a number of interested residents and business owners contacted County staff to provide feedback independent of formal meetings or briefings.

Mailings

Interested parties received project updates via email. Postcards and letters were mailed to abutting property owners at project milestones, such as the jurisdictional transfer and notices of public meetings.

Environmental Justice and Title VI Civil Rights

Environmental Justice (EJ) and Title VI focus on understanding and addressing the unique needs of different socioeconomic groups, which are vital components to effective transportation decision-making. Key areas of consideration for compliance include: identifying populations so that their needs can be acknowledged and addressed; and evaluating and improving the public involvement process to eliminate participation barriers and engaging minority and low-income populations in transportation decision-making.

Potential environmental justice populations surrounding the project area include: residents over 65. There were no discernable minority, limited English proficient, impoverished or disable populations for the affected census tracts. Direct mail and holding public meetings nearby are outreach procedures supportive of elderly needs. Both of the techniques were used throughout the process.

Chapter 4 – Alternatives Considered and Preferred Alternative

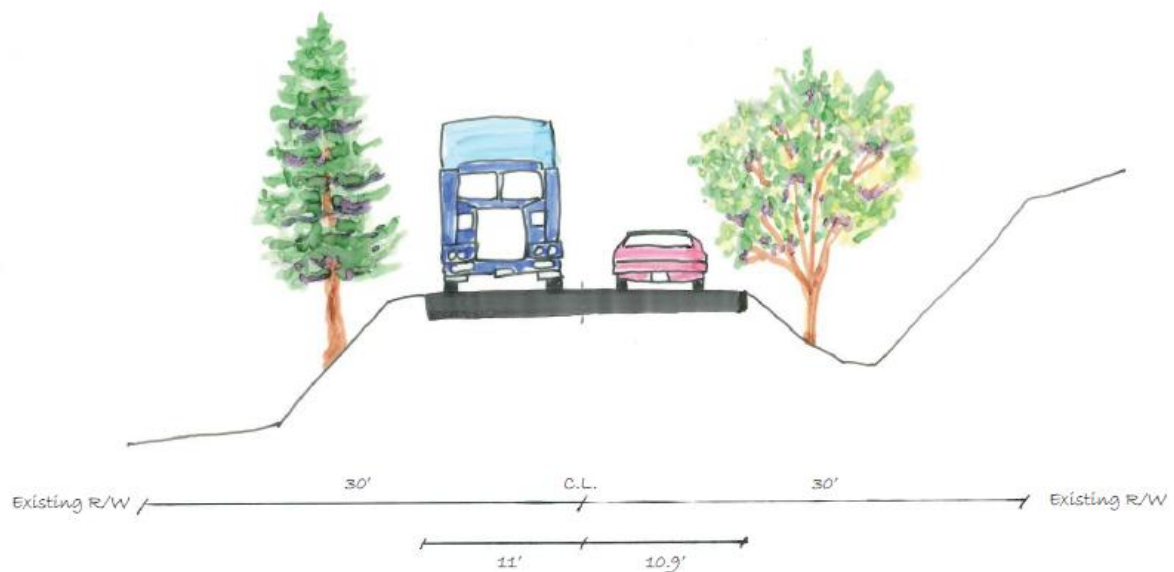
This chapter describes the outcome of the planning process.

Alternatives Considered

Following completion of the existing conditions analyses and stakeholder interviews, staff reviewed the opportunities and constraints associated with alternatives for the corridor. These alternatives were vetted through two public open houses, resulting in a clear community preference for a context sensitive design that minimizes environmental impacts and maximizes use of the existing roadway footprint. The community specifically preferred the slowest design speeds on the curves and a roadway cross-section with 11-foot wide vehicle travel lanes (one in each direction) and six-foot wide shoulders (on both sides).

- 1. Do Nothing:** The existing conditions (see Chapter 2) are unsafe and will only worsen over time. The option to do nothing is not acceptable.

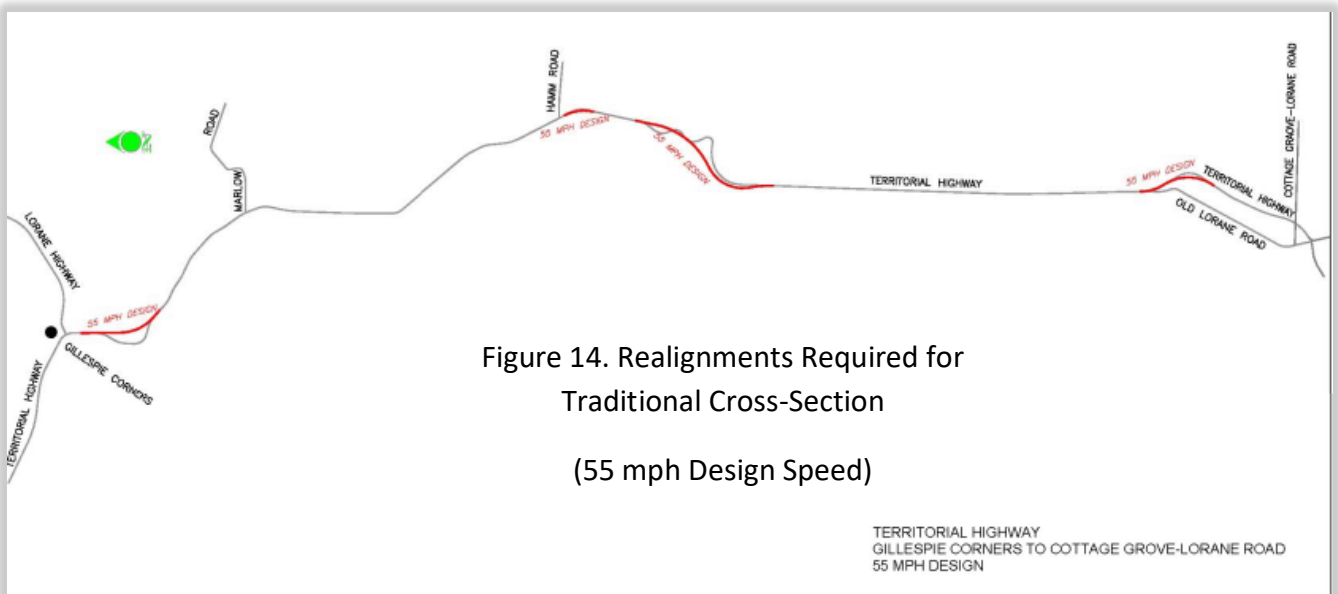
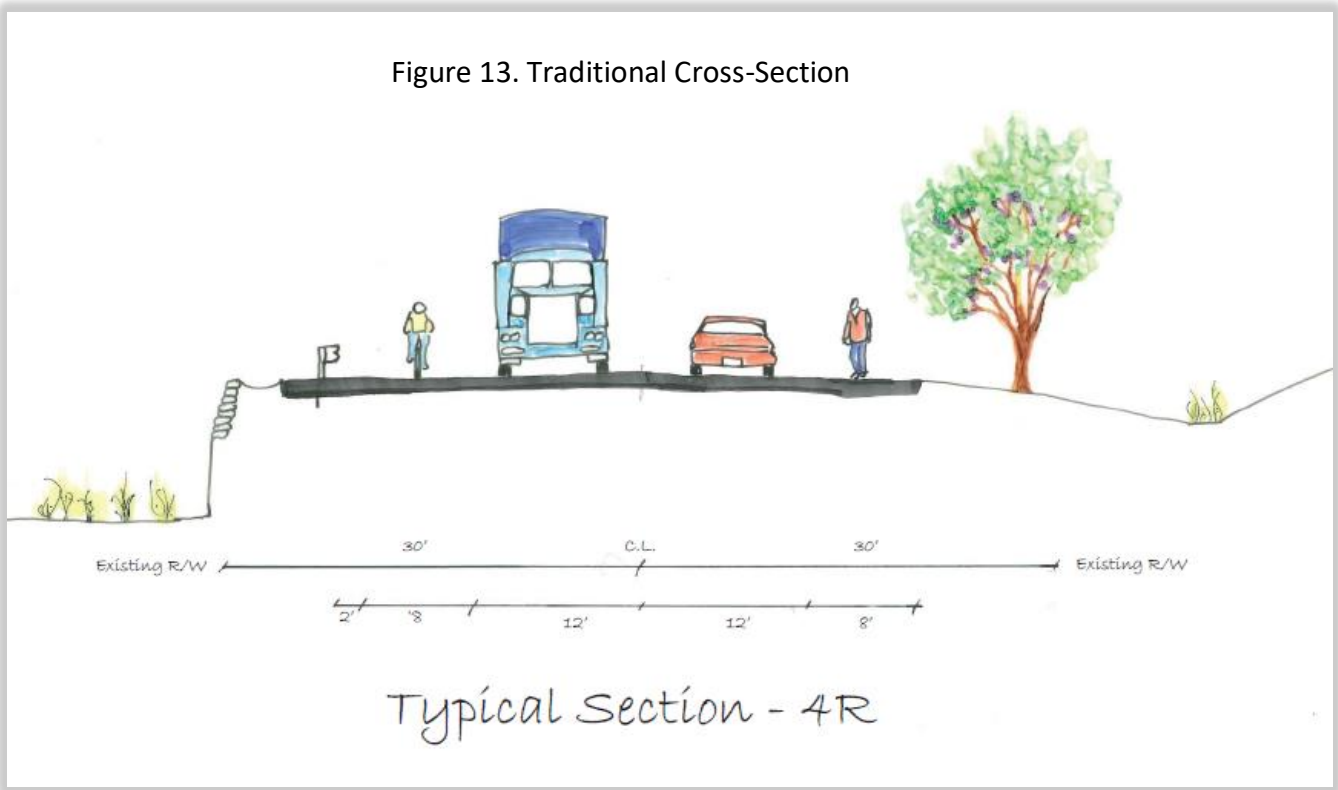
Figure 12. Existing Cross-Section



Typical Section - Existing

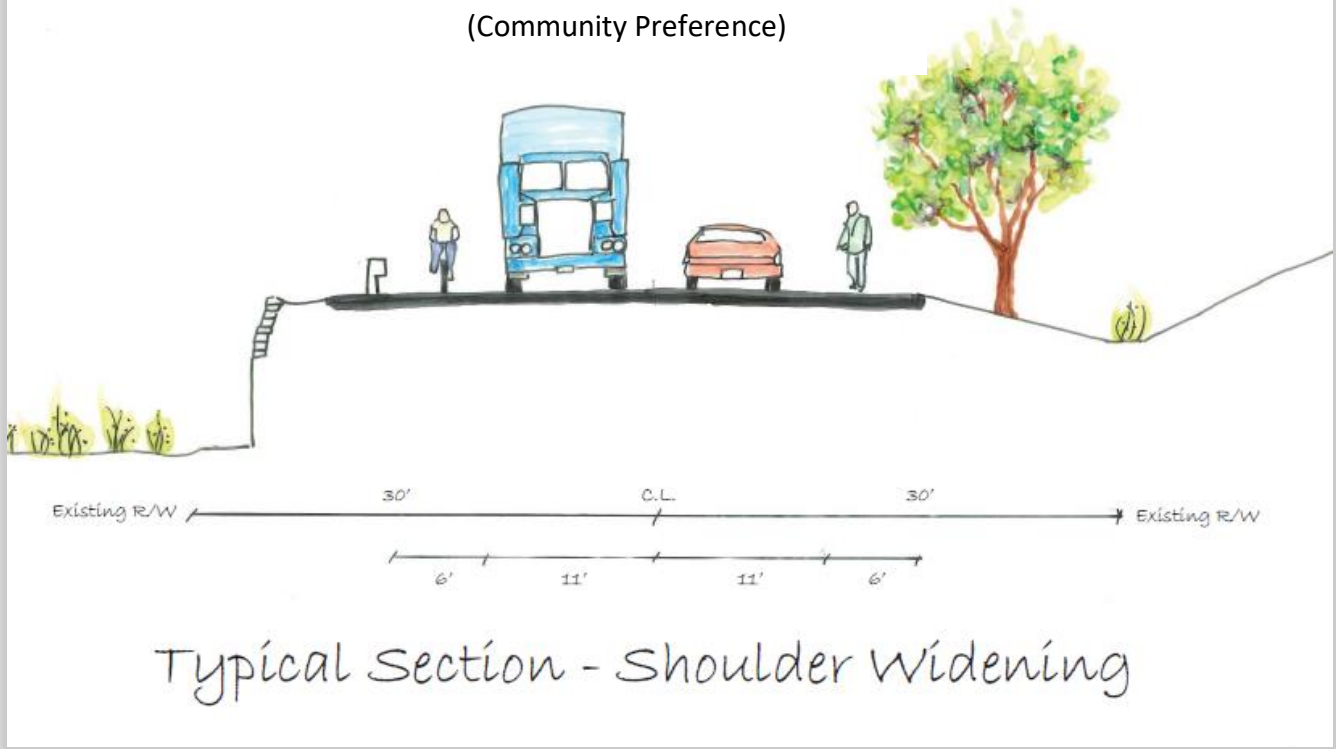
- 2. **Build Traditional Cross-Section** (ODOT/AASHTO 4R Standards): This design facilitates 55 mph speeds throughout the corridor, requiring significant changes to horizontal and vertical geometry, and includes 12' travel lanes and 8' shoulders, creating a wider footprint impacting adjacent properties and natural resources. This alternative was not supported by the community which valued the natural surroundings, historical character, and slower vehicle speeds.

Figure 13. Traditional Cross-Section



3. **Build Context Sensitive** (ODOT/AASHTO 3R Standard): The community-preferred design is to generally follow the existing roadway alignment to minimize environmental impacts and to facilitate slower vehicle speeds, resulting in the softening of sharp curves rather than significant realignments. The preferred travel lane configuration is 11-foot lanes in each direction for vehicles and six-foot shoulders on both sides for people to walk and bicycle.

Figure 15. Context-Sensitive Cross-Section
(Community Preference)



A comparison of the traditional design and context-sensitive designs are illustrated in the following figures showing three design speed alignments of 55 mph, 45 mph, and 35 mph. The faster speeds require more significant roadway realignments and involve more property impacts. The community preference was for the slowest design speed which also more closely follows the existing roadway alignment.

Figure 16. Comparison of Design Speed Alignments
(North Section)

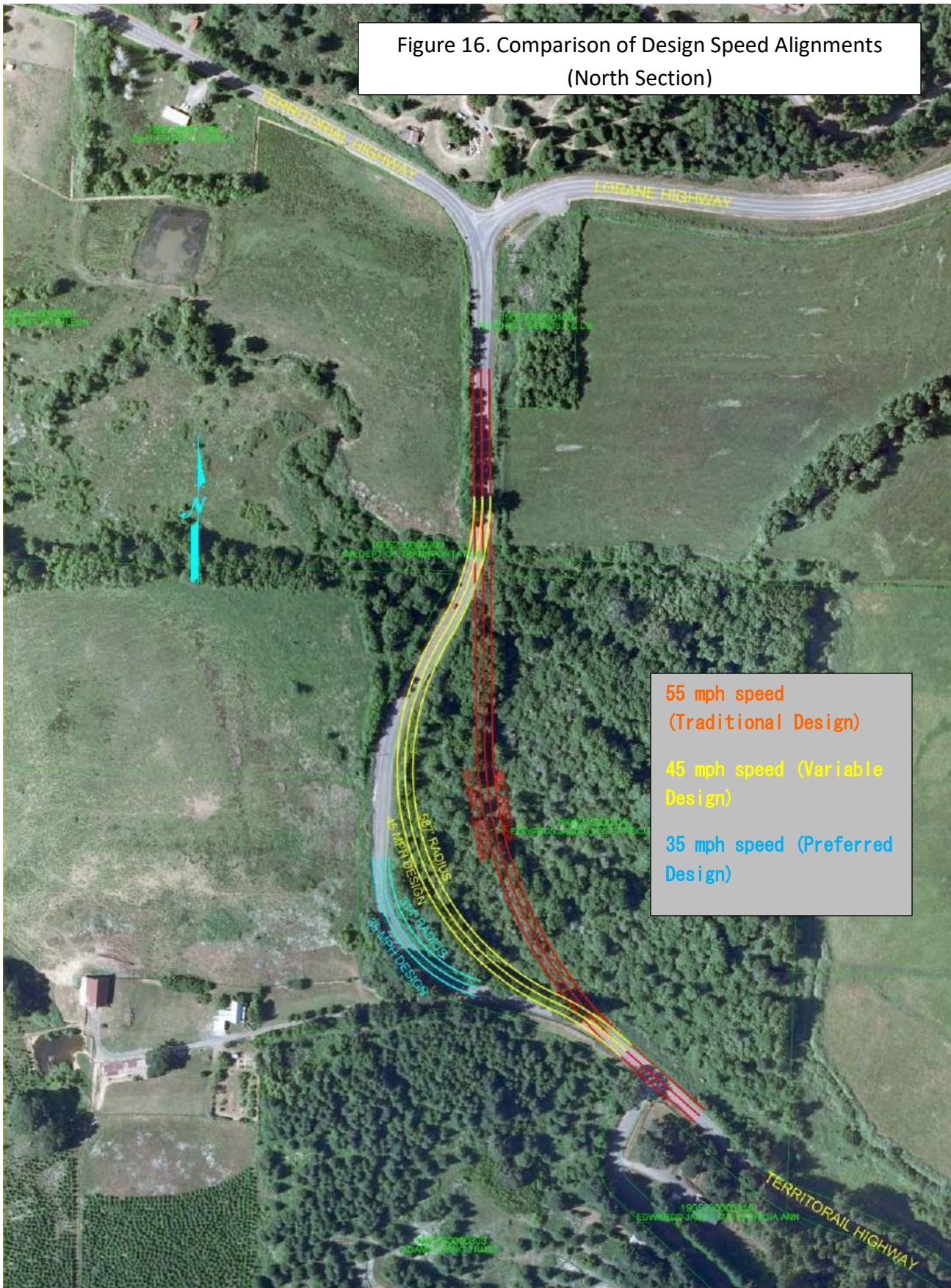


Figure 17. Comparison of Design Speed Alignments (Mid-Section)

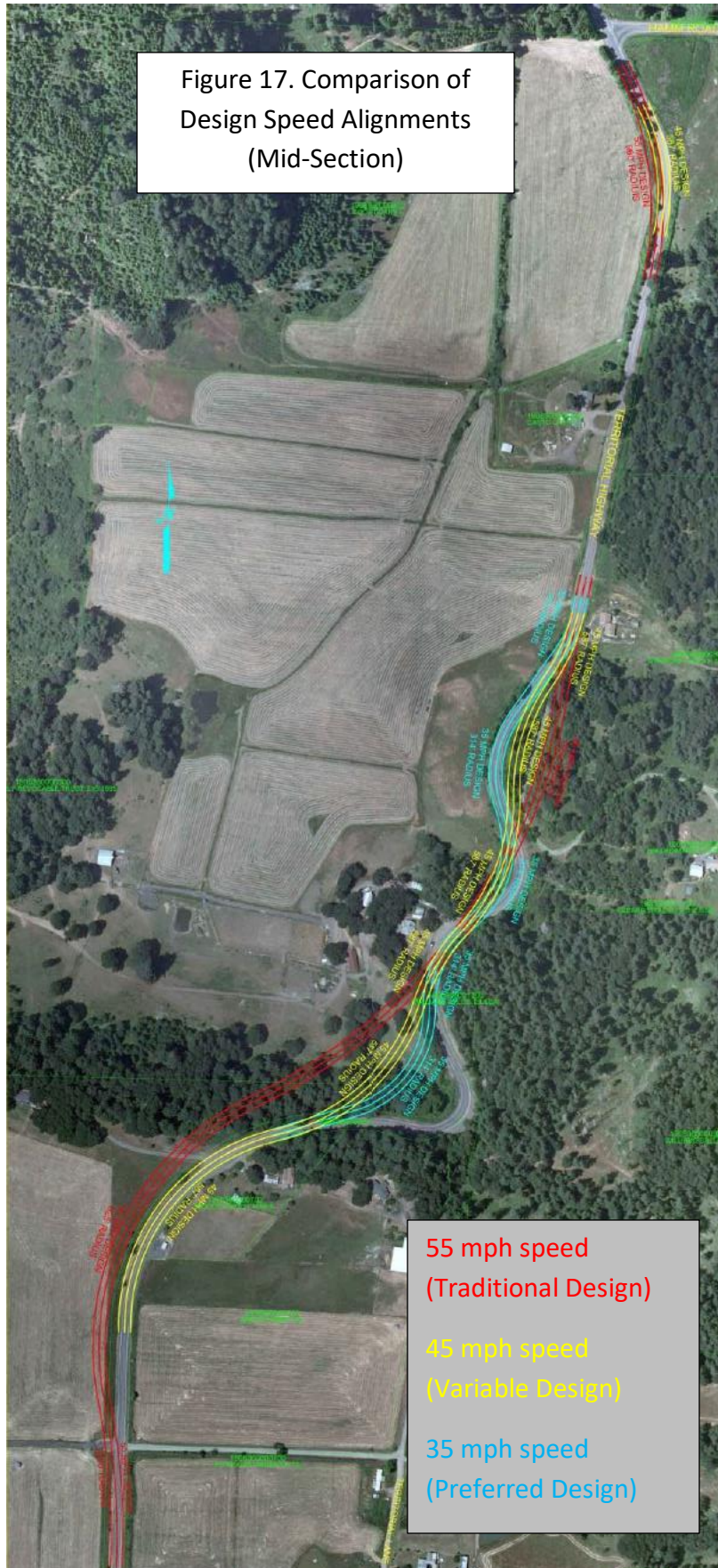
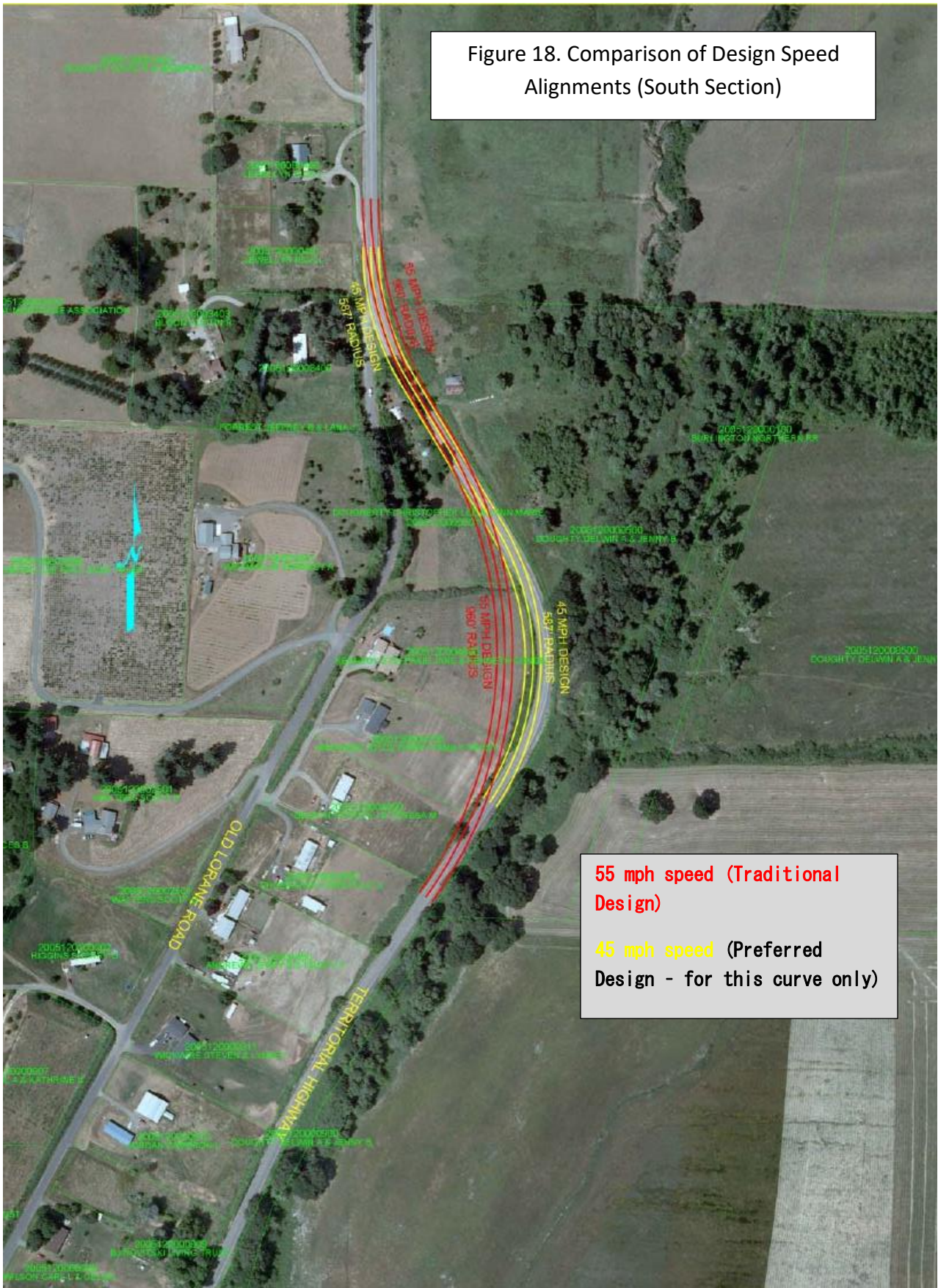


Figure 18. Comparison of Design Speed Alignments (South Section)



Chapter 5 – Design Concept

This chapter provides the design drawings consistent with the community-preferred alternative which constitutes the Design Concept.

Design Drawings

The design drawings are included as Appendix 1. These drawings translate the community-preferred alternative into a design concept for the project. The project is to improve the 5.71 miles of Territorial Highway located between Gillespie Corners (milepost 32.06) and the town of Lorane (milepost 37.37), generally following the existing roadway alignment, with the exception of the segment through the slide area (milepost 34.09 to 35.3 at Stony Point) and including:

- Widening the road to provide 6-foot shoulders and two 11-foot vehicle travel lanes
- Softening 4 curves to improve access and sight distance
- Replacing culverts and raising and widening bridges to address deficient waterway crossings
- Stabilizing the slide at Stony Point through roadway realignment

The design concept is required to be approved by the Lane County Board of Commissioners. The plans will then advance into more detailed engineering drawings for construction. Affected property owners will be consulted during the design refinement, right-of-way acquisition, and construction process in order to minimize and mitigate property impacts.

Approval of this plan and Design Concept will enable Lane County staff to advance the project toward construction, which is planned to commence in phases between 2020 and 2024 as shown in Figure 4. The first priority for construction is stabilizing Stony Point which is scheduled to commence in 2020 and involves a realignment that will soften sharp curves. Phase 2 construction in 2021 is at the north end of the project at Gillespie Corners which will involve replacing two bridges. Phase 3 construction in 2022 is between Easy Acres Drive and Hamm Road which includes realignment of a curve. The final phase of construction is planned to commence in 2023 to complete the southern portion of the project to the town of Lorane. The entire corridor, from Gillespie Corners to Lorane, will be improved to have six-foot wide shoulders.

TABLE 5: PROGRAM TOTALS BY CATEGORY

PROGRAM TOTALS BY CATEGORY	CIP 19-23		CIP 20-25	
	Amount	Percent	Amount	Percent
Paving	\$10,589,010	19.30%	\$6,430,000	13.34%
Bridges & Structures	\$4,827,683	8.80%	\$4,385,323	9.10%
Right-of-Way	\$452,979	0.83%	\$382,979	0.79%
Infrastructure Safety Improvements	\$6,213,136	11.32%	\$5,731,044	11.89%
General Construction	\$12,454,670	22.70%	\$10,920,670	22.66%
Territorial Highway Improvements	\$20,340,514	37.06%	\$20,340,514	42.21%
TOTAL	\$54,877,992	100%	\$48,190,530	100%

TABLE 6: ANNUAL EXPENSES BY CATEGORY

CATEGORY	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
PAVING (522524) (See Table 7)							
Identified Overlay & Rehabilitation Paving Projects	\$4,609,010	\$2,387,196	\$1,195,000	\$1,000,000	\$0	\$0	\$4,582,196
Slurry Seals (Roads Identified Annually)	\$250,000	\$250,000	\$35,000	\$150,000	\$200,000	\$250,000	\$885,000
Unidentified Paving Funding Available	\$500,000	\$12,804	\$0	\$0	\$0	\$950,000	\$962,804
Total Paving	\$5,359,010	\$2,650,000	\$1,230,000	\$1,150,000	\$200,000	\$1,200,000	\$6,430,000
BRIDGES & STRUCTURES (522525) (see Table 8)							
Bridge Preservation & Rehabilitation	\$396,772	\$600,000	\$0	\$0	\$0	\$0	\$600,000
Covered Bridge Preservation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Seismic Rehabilitation & Retrofit	\$0	\$0	\$919,000	\$0	\$648,000	\$0	\$1,567,000
Culverts	\$560,968	\$1,108,229	\$0	\$0	\$0	\$0	\$1,108,229
Unidentified Bridges & Structures Funding Available	\$184,620	\$357,094	\$1,000	\$0	\$52,000	\$700,000	\$1,110,094
Total Bridges & Structures	\$1,142,360	\$2,065,323	\$920,000	\$0	\$700,000	\$700,000	\$4,385,323
RIGHT-OF-WAY (522526) (see Table 9)							
Identified Right of Way Needs	\$70,000	\$259,755	\$123,224	\$0	\$0	\$0	\$382,979
Total Right-of-Way	\$70,000	\$259,755	\$123,224	\$0	\$0	\$0	\$382,979
INFRASTRUCTURE SAFETY IMPROVEMENTS (522527) (see Table 10)							
Pedestrian/Bicycle Improvements	\$583,568	\$2,061,227	\$1,657,244	\$250,000	\$250,000	\$250,000	\$4,468,471
Transportation Safety Actions	\$158,004	\$581,395	\$0	\$0	\$0	\$0	\$581,395
Unidentified Infrastructure Safety Improvement Funding Available	\$240,520	\$29,103	\$152,075	\$0	\$250,000	\$250,000	\$681,178
Total Infrastructure Safety Improvements	\$982,092	\$2,671,725	\$1,809,319	\$250,000	\$500,000	\$500,000	\$5,731,044
GENERAL CONSTRUCTION (522529) (see Table 11)							
Identified General Construction Projects	\$2,711,000	\$800,000	\$850,000	\$2,300,000	\$5,136,804	\$1,300,000	\$10,386,804
Unidentified General Construction Funding Available	\$123,000	\$150,000	\$337,345	\$0	\$46,521	\$0	\$533,866
Total General Construction	\$2,834,000	\$950,000	\$1,187,345	\$2,300,000	\$5,183,325	\$1,300,000	\$10,920,670
CONSULTANTS							
Consulting Services - Engineering	\$200,000	\$200,000	\$200,000	\$0	\$100,000	\$100,000	\$600,000
Consulting Services - Bridge	\$300,000	\$300,000	\$100,000	\$300,000	\$100,000	\$200,000	\$1,000,000
Total Consultants	\$500,000	\$500,000	\$300,000	\$300,000	\$200,000	\$300,000	\$1,600,000
ANNUAL CIP	\$10,887,462	\$9,096,803	\$5,569,888	\$4,000,000	\$6,783,325	\$4,000,000	\$29,450,016
Total Revenues- (see Table 14)	\$6,637,462	\$5,096,803	\$1,569,888	\$0	\$2,783,325	\$0	\$9,450,016
NET COUNTY CIP COST	\$4,250,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000
TERRITORIAL HIGHWAY IMPROVEMENTS (see Table 12)							
Total Territorial Highway Improvements	\$0	\$2,000,000	\$1,000,000	\$8,390,514	\$8,950,000	\$0	\$20,340,514
CERTIFIED ON BEHALF OF (COBO) AGREEMENTS (see Table 13)							
Total Territorial Highway Improvements	\$879,400	\$301,771	\$308,436	\$891,564	\$0	\$0	\$1,501,771

TABLE 7: PAVING

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Project Specific Paving*							
E Enid Road and Prairie Road Pavement Preservation & Sidewalk Rehabilitation, Key #19914 (367347001) (County Match \$123,937)	\$1,534,181						\$0
London Road Overlay (367270012) (County Match \$222,165)	\$1,358,480						\$0
Coburg Road Overlay MP 3.283-4.836 and MP 6.601-7.366 (367150005; Eugene MP 3.283-4.163)	\$1,716,349						\$0
N Game Farm Rd MP 0.423-1.690			\$553,000				\$553,000
Cottage Grove - Lorane Road MP 0.820-12.654 (TBD)			\$642,000	\$1,000,000			\$1,642,000
Clear Lake Road OverlayMP 7.070-8.391 MP and 5.039-7.070 (TBD)		\$1,370,319					\$1,370,319
Hamm Road MP 2.000-4.360 (TBD)							\$0
Bob Straub Parkway MP 0.000-0.425							\$0
Lorane Highway Overlay: MP 1.850 to MP 4.458 (TBD)		\$1,016,877					\$1,016,877
Slurry Seal Projects**	\$250,000	\$250,000	\$35,000	\$150,000	\$200,000	\$250,000	\$885,000
Unidentified Paving Funds Available for New Projects***	\$500,000	\$12,804	\$0	\$0	\$0	\$950,000	\$962,804
TOTAL PAVING	\$5,359,010	\$2,650,000	\$1,230,000	\$1,150,000	\$200,000	\$1,200,000	\$6,430,000

*Pavement Preservation Treatment for Roads are determined annually based on their Pavement Condition Index

TABLE 8: BRIDGES & STRUCTURES

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Bridge Preservation & Rehabilitation							
Praire Road Storm Pipe	\$396,772						\$0
Sweet Creek Bridge Repairs		\$600,000					\$600,000
Covered Bridge Preservation & Rehabilitation							
							\$0
Seismic Rehabilitation & Retrofit							
Marcola Road Bridge #001229 Seismic Retrofit** (367190017)			\$919,000				\$919,000
Pengra Road Bridge #039C35 Seismic Retrofit (367763902)							\$0
Row River Road Bridge #14964B Seismic Retrofit (367240019)					\$348,000		\$348,000
Row River Road Bridge #14965A Seismic Retrofit (367240020)					\$300,000		\$300,000
Culverts							
London Road Culverts (367270012) (County Match \$29,555)	\$560,968						\$0
Row River Deep Culverts (367240018)* (\$20,000 ROW & \$3,940 County Match FY19/20) & (County Match FY 20/21 \$202,910)		\$1,108,229					\$1,108,229
Unidentified Fish Passable Culverts							\$0
Unidentified Bridges & Structures Funding Available for New Projects***	\$184,620	\$357,094	\$1,000	\$0	\$52,000	\$700,000	\$1,110,094
TOTAL BRIDGES & STRUCTURES	\$1,142,360	\$2,065,323	\$920,000	\$0	\$700,000	\$700,000	\$4,385,323

TABLE 9: RIGHT-OF-WAY

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Yolanda Elementary & Briggs Middle Schools (360289959) (TSP #155)	\$50,000						\$0
Howard Elementary & Colin Kelly Middle Schools (STP-U)		\$45,000					\$45,000
Row River Deep Culverts (367240018)	\$20,000						\$0
Gilham Road Sidewalk & Safety Improvements (KN21385, STBG, Match \$22,055)		\$214,755					\$214,755
Beaver Hunsaker			\$123,224				\$123,224
TOTAL RIGHT-OF-WAY	\$70,000	\$259,755	\$123,224	\$0	\$0	\$0	\$382,979

TABLE 10: INFRASTRUCTURE SAFETY IMPROVEMENTS

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Project Specific Bicycle/Pedestrian Improvements							
Row River Trail Crossings Safety Improvements (360289101) (County Match \$29,783) (TSP #124d)	\$333,568						\$0
Beaver Hunsaker Short Term Safety Improvements		\$557,227					\$557,227
Yolanda Elementary & Briggs Middle Schools (360289959) (FY 18/19 ROW County Match \$5,135) & (County Match FY 19/20 \$128,786) (TSP #155)		\$1,254,000					\$1,254,000
Lowell Pedestrian Improvements		\$250,000	\$453,738				\$703,738
Gilham Road Sidewalk & Safety Improvements (KN21385, Match \$) CMAQ & STBG			\$627,010				\$627,010
Howard Elementary & Colin Kelly Middle Schools (Match \$39231)			\$326,496				\$326,496
Junction City SRTS project				\$250,000			
ADA Upgrades	\$250,000		\$250,000		\$250,000	\$250,000	\$750,000
Project Specific Transportation Safety Actions							
Sears Road Fixed Object Removal (3602899903) (County match \$9,480) (TSP #128)	\$158,004						\$0
Local Road Roadway Departures (Clear Lake Road-3660289904; London Road-360289905; Prairie Road-360289906) (County Match \$34,884)		\$581,395					\$581,395
Unidentified Infrastructure Safety Improvement Funding Available for New Projects	\$240,520	\$29,103	\$152,075	\$0	\$250,000	\$250,000	\$681,178
TOTAL INFRASTRUCTURE SAFETY IMPROVEMENTS	\$982,092	\$2,671,725	\$1,809,319	\$250,000	\$500,000	\$500,000	\$5,481,044

TABLE 11: GENERAL CONSTRUCTION

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Mercer Lake Road (367524008)	\$500,000	\$800,000					\$800,000
Wolf Creek Road Overlay MP 0.000-11.594 (TBD)	\$1,500,000						\$0
E King Road Realignment (367111802)			\$700,000	\$1,300,000			\$2,000,000
Fox Hollow Lightweight Fill Repair: MP 9.5 (367128002)**	\$711,000						\$0
Kitson Springs Rd Slide Repair					\$3,101,889		\$3,101,889
Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive (TSP #124b)				\$1,000,000	\$2,034,915		\$3,034,915
Cloverdale Road from OR 58 to Hendricks Road						\$1,300,000	\$1,300,000
Nelson Mountain Road			\$150,000				\$150,000
Unidentified General Construction Funding Available for New Projects***	\$123,000	\$150,000	\$337,345	\$0	\$46,521	\$0	\$533,866
TOTAL GENERAL CONSTRUCTION*	\$2,834,000	\$950,000	\$1,187,345	\$2,300,000	\$5,183,325	\$1,300,000	\$10,920,670

TABLE 12: TERRITORIAL HIGHWAY EXCHANGE

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
OR 200: MP 30.8 & MP 34.9 Slides, Key #18641 (Construction & Utility Relocates) (County Match \$147,990)							\$0
OR 200: MP 34.9 Slide Repair		\$2,000,000					\$2,000,000
OR 200: MP 30.8 Slide Repair					\$700,000		\$700,000
OR 200: Raise & Widen Bridges #4057A & #4058			\$1,000,000				\$1,000,000
Territorial Highway: Gillespie Corners to Hamm Road (TSP #141b)				\$7,000,000			\$7,000,000
Territorial Highway: Hamm Road to Lorane (TSP #141c)					\$7,500,000		\$7,500,000
Territorial Highway/Suttle Road Intersection Improvements (TSP #144e)					\$750,000		\$750,000
OR200: MP 18.68-19.36 Veneta-Elmira Multi-Use Path (FLAP)				\$1,390,514			\$1,390,514
TOTAL TERRITORIAL HIGHWAY IMPROVEMENTS	\$0	\$2,000,000	\$1,000,000	\$8,390,514	\$8,950,000	\$0	\$20,340,514

TABLE 13: Cerified on Behalf of (COBO) Agreements

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Springfield - So. 28th Street Dust Mitigation (CMAQ)	\$335,000	\$290,871	\$308,436	\$891,564			\$1,490,871
Florence - Munsel Creek Trail							\$0
Springfield - Glenwood Riverfront Path							\$0
Veneta - Veneta/Elmira Multi-use Path	\$544,400	\$10,900					\$10,900
TOTAL COBO AGREEMENTS	\$879,400	\$301,771	\$308,436	\$891,564	\$0	\$0	\$1,501,771

TABLE 14: PROJECT-SPECIFIC REVENUES

PROJECT	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	5-YR TOTAL
Anticipated One-time funds	\$3,084,000	\$1,642,000	\$150,000				\$1,792,000
Annual ODOT Fund Exchange (453115)							\$0
E Enid Road & Prairie Road Pavement Preservation & Sidewalk Rehabilitation Project, Key #19914 (367347001) (453116)	\$1,082,846						\$0
Beaver Hunsaker		\$500,000	\$110,569				\$610,569
Row River Deep Culverts (367240018) FLAP Funds (451751)		\$1,050,000					\$1,050,000
Row River Trail Crossings Safety Improvements (360289101) FLAP Funds (451751)	\$353,568						\$0
London Road Overlay & Culvert Replacement (367270012) FLAP Funds (451751)	\$1,418,524						\$0
Yolanda Elementary & Briggs Middle Schools (360289959) CMAQ Funds (453116)	\$50,000	\$1,125,214					\$1,125,214
Howard Elementary & Colin Kelly Middle Schools (STP-U)		\$40,378	\$292,965				\$333,343
Gilham Road Sidewalk & Safety Improvements (STBG & CMAQ)		\$192,700	\$562,616				\$755,316
Local Road Roadway Departures, Key #19797 (360289906, 360289904, 360289905) SFLP Funds (453116)		\$546,511					\$546,511
Lowell Pedestrian Improvements			\$453,738				\$453,738
Sears Rd Fixed Object Removal	\$148,524						\$0
Coburg Road (Eugene MP 3.283-4.163)	\$500,000						\$0
Kitson Springs Rd MP2.5-2.75 Slide Repair (FLAP Funds)					\$2,783,325		\$2,783,325
TOTAL REVENUES	\$6,637,462	\$5,096,803	\$1,569,888	\$0	\$2,783,325		\$9,450,016

Project name	FY Programmed	Cost Estimate	Maintenance & Preservation	1: Safety	2: Economic Vitality	3: Natural Environment	4: Equity & Accessibility	5: Mobility	6: Connectivity	7: Active Transportation & Public Health	Total
			<i>Adequately maintain and preserve Lane County's transportation facilities.</i>	<i>Eliminate fatalities and reduce severe-injury collisions on Lane County's transportation system.</i>	<i>Provide a reliable transportation system that enhances the economic health of Lane County.</i>	<i>Create and maintain a transportation system that first avoids, then minimizes, and finally mitigates impacts to the natural environment.</i>	<i>Provide safe and efficient access to destinations and populations within Lane County.</i>	<i>Promote the efficient and cost-effective movement of people, goods and services by all modes.</i>	<i>Provide improved and new transportation connections within and between developed and developing areas.</i>	<i>Create a built environment that encourages healthy, safe, comfortable and convenient active transportation options that are viable for all users.</i>	

PAVING

Clear Lake Road Overlay (MP 5.039-8.391)	2020-2021	\$1,370,319	1	1	1			1			4
Specific project elements include asphalt-concrete pavement repairs and safety measures, which include the addition of the latest-approved, energy-absorbing guardrail crash terminals. A separate project: Local Roadway Departures will address additional safety concerns and implement associated measures.											
Lorane Highway Overlay (MP 1.850-4.458)	2020-2021	\$1,016,877	1	1							2
Specific project elements include asphalt-concrete pavement preservation.											
N. Game Farm Road (MP 0.413-1.690)	2021-2022	\$553,000	1	1						1	3
Pavement preservation to include mill and fill, ramp upgrades, and striping for a bike buffer.											
Cottage Grove-Lorane Road (MP 0.820-12.654)	2021-2022 2022-2023	\$1,642,000	1	1							2
Specific project elements include asphalt-concrete pavement preservation and safety measures, which include the addition of the latest-approved, energy-absorbing guardrail crash-terminals.											
Hamm Road (MP 2.000-4.360)	TBD	TBD	1								1
Specific project elements include asphalt-concrete pavement preservation.											

<i>Project name</i>	<i>FY Programmed</i>	<i>Cost Estimate</i>	<i>Maintenance & Preservation</i>	<i>1: Safety</i>	<i>2: Economic Vitality</i>	<i>3: Natural Environment</i>	<i>4: Equity & Accessibility</i>	<i>5: Mobility</i>	<i>6: Connectivity</i>	<i>7: Active Transportation & Public Health</i>	<i>Total</i>
Bob Straub Parkway (MP 0.000-0.425)	TBD	TBD	1		1			1			3
Specific project elements include asphalt-concrete pavement preservation.											
BRIDGES & STRUCTURES											
Sweet Creek Bridge Repair	2020-2021	\$600,000	1	1		1		1		1	5
Infrastructure rehabilitation required to prevent erosion into nearby waterways and to uphold the integrity of the structure. Provides critical connection to outdoor recreation at the Sweet Creek Falls area.											
Marcola Road Bridge #001229 Seismic Retrofit	2021-2022	\$919,000	1	1	1			1			4
Work will entail retrofitting the bridge structure to meet seismic standards and implementing measures for bridge preservation.											
Row River Deep Culverts	2020-2021	\$1,108,229	1	1		1		1		1	5
Replace four, severely deteriorated culverts at mileposts 5.96, 7.02, 7.37, and 8.72. Provide temporary staging while the boring of new culverts occurs at the embankment. Row River Road is adjacent to the Dorena Reservoir and provides access to the Row River National Recreation Trail, surrounding Bureau of Land Management lands, United States Forest Service lands, and US Army Corps of Engineers lands.											
Row River Road Bridge #14964B Seismic Retrofit	2023-2024	\$348,000	1	1	1			1			4
Work will entail retrofitting the bridge structure to meet seismic standards and implementing measures for bridge preservation.											
Row River Road Bridge #14965A Seismic Retrofit	2023-2024	\$300,000	1	1	1			1			4
Work will entail retrofitting the bridge structure to meet seismic standards and implementing measures for bridge preservation.											

<i>Project name</i>	<i>FY Programmed</i>	<i>Cost Estimate</i>	<i>Maintenance & Preservation</i>	<i>1: Safety</i>	<i>2: Economic Vitality</i>	<i>3: Natural Environment</i>	<i>4: Equity & Accessibility</i>	<i>5: Mobility</i>	<i>6: Connectivity</i>	<i>7: Active Transportation & Public Health</i>	<i>Total</i>
INFRASTRUCTURE SAFETY IMPROVEMENTS											
Beaver-Hunsaker Short-term Safety Improvements	2020-2021	\$557,227	1	1			1		1	1	5
This project is to provide short-term improvements on the Beaver-Hunsaker Corridor to address safety concerns escalated by a pedestrian fatality in January 2019. The long-term improvements were planned in 2017 and design funding is programmed for 2021.											
LC Roadway Departure (Clear Lk, London, Prairie)	2020-2021	\$581,395	1	1				1			3
Implement countermeasures to reduce roadway departures. Of all fatal collisions in Lane County, local roadway departures are the lead type of crash. Countermeasures to address this concern are the installation of rumble strips and profiled line pavement markings. These treatments will be installed following pavement improvements. Accordingly, these roadways have scheduled projects for pavement preservation. The extents of the safety improvements are as follows: - Clear Lake Road from Territorial Highway to OR 99W; - London Road from Latham Road to Fireclay Road; and, - Prairie Road from OR 99W to Irvington Drive											
Yolanda & 23rd Ave Sidewalk Improvement	2020-2021	\$1,254,000		1		1	1		1	1	5
These streets are essential walking and cycling connections for school-aged children who travel to and from nearby elementary and middle schools, yet their routes currently lack sidewalks and bike lanes. - 23rd Street (Viewmont Avenue to Yolanda Avenue): construct separated asphalt path on east side of road - 31st Street (Yolanda Avenue to EWEB bike path): add walking path - Yolanda Avenue (Pierce Park frontage to 31st Street): add bike lanes and sidewalks											
Lowell Pedestrian Improvements	2020-2021 2021-2022	\$703,738		1	1		1		1	1	5
Project will construct pedestrian crossing improvements at problem intersections in Lowell.											

<i>Project name</i>	<i>FY Programmed</i>	<i>Cost Estimate</i>	<i>Maintenance & Preservation</i>	<i>1: Safety</i>	<i>2: Economic Vitality</i>	<i>3: Natural Environment</i>	<i>4: Equity & Accessibility</i>	<i>5: Mobility</i>	<i>6: Connectivity</i>	<i>7: Active Transportation & Public Health</i>	<i>Total</i>
Gilham Road Sidewalk & Safety Improvements	2021-2022	\$627,010		1		1	1		1	1	5
Construct continuous sidewalks from Ashbury Drive to Mirror Pond Way along the west side of Gilham Road. Extending from this segment, upgrade Gilham Road between Ayres Road and Ashbury Road to urban standards to match and connect to existing infrastructure to the south. Infrastructure between Ayres Road and Ashbury Road will include curbs, gutters, sidewalks, stormwater and planter strips, and pavement upgrades.											
Howard Elem/Colin MS Traffic Mitigation and Congestion	2021-2022			1		1	1		1	1	5
Construct curb, gutter, pavement, storm water, and sidewalk facilities on North Park Avenue between Maxwell Road and Howard Avenue and a pedestrian-activated crossing at Maxwell Road.											
Junction City Safe Routes to School Infrastructure	2022-2023	\$250,000		1		1	1		1	1	5
Provide safer walking connectivity to schools by completing gaps between development piecemeal infill.											
General Construction											
Mercer Lake Rd Slide Reconstruction	2019-2020 2020-2021	\$1,300,000	1	1				1			3
Project includes repairing 13 landslide areas and replacing the pavement section before constructing chip seal.											
Nelson Mountain Road	2020-2021	\$150,000	1	1	1	1		1			5
Address the continuing erosion of the Chickahominy Creek into the road right-of-way by reconstructing the road embankment failure at the stream bank (+/- mile points 10.35-10.39) to preserve the road structure. Possible measures may include installing a mix of large root wads and rip rap in addition to planting the riverbank with willows and seeding.											

<i>Project name</i>	<i>FY Programmed</i>	<i>Cost Estimate</i>	<i>Maintenance & Preservation</i>	<i>1: Safety</i>	<i>2: Economic Vitality</i>	<i>3: Natural Environment</i>	<i>4: Equity & Accessibility</i>	<i>5: Mobility</i>	<i>6: Connectivity</i>	<i>7: Active Transportation & Public Health</i>	<i>Total</i>
East King Road Slide Repair	2021-2022 2022-2023	\$2,000,000	1	1		1		1			4
Improvements will entail realigning East King Road outside of the influence area of the bank erosion at Horse Creek. The project will relocate and reconstruct 500 linear feet of the road with a 26-foot wide roadway section consisting of four inches of asphalt concrete overlay (“ACP”) and 12 inches of aggregate. Restriping the roadway will allow for 11-foot travel lanes with 2-foot shoulders. While Road Fund resources will be used to realign the road, Lane County applied for Federal Lands Access Program funding in the spring of 2018 to stabilize the bank erosion along Horse Creek.											
Row River Road Reconstruct: Cottage Grove UGB to Shoreview Drive	2022-2023 2023-2024	\$3,034,915	1	1				1		1	4
Construct three-lane facility with bike lanes.											
Kitson Springs Slide Repair	2023-2024	\$3,101,889	1	1		1		1			4
Address recurring slide between mileposts 2.5 and 2.75 (+/-) by completing environmental permitting, final design plans, and construct the project to completion. Construction potentially includes partial realignment of the roadway, roadway shoulders, and retaining wall.											
Cloverdale Road from OR 58 to Hendricks Road [PLACEHOLDER estimate]	2024-2025	\$1,300,000	1	1	1			1		1	5
Construct to minor arterial standards and implement safety measures such as rumble strips, guardrails, and removing obstacles from the clear zone.											



AGENDA COVER MEMO

Memorandum Date: May 24, 2019

Meeting Date: June 18, 2019

TO: Board of County Commissioners

DEPARTMENT: Public Works

PRESENTED BY: Dan Hurley, Public Works Director
Peggy Keppler, County Engineer
Sasha Vartanian, Transportation Planning Supervisor

AGENDA ITEM TITLE: WORK SESSION / LOCAL ACCESS ROADS

I. MOTION

None. Discussion only.

II. AGENDA ITEM SUMMARY

The intent of this work session is to continue the discussion from the March 12, 2019 Board work session on Local Access Roads (LARs). During the March 12 meeting, the Board directed staff to inventory Lane County's existing LARs; research policy solutions for treatment of current LARs and future LARs; and asked the Lane County Transportation Advisory Committee (TrAC) to develop a recommendation for the Board on LAR policy changes. During this work session staff will provide a progress update on these three tasks.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

Lane County has two types of public roads under its jurisdiction: County Roads and Local Access Roads. The degree of County responsibility for these roads depends on applicable State and County regulations. County Roads are maintained by the County using Road Fund resources. Local Access Roads (LARs) are not maintained by Lane County. Maintenance responsibility for LARs falls to the property owners along these roads. Many of the LARs in Lane County are in need of significant maintenance or repair.

There are 541 individual LARs in Lane County that total 123.8 miles in length. These roadways were built over many decades, typically privately, to gain access to one or more properties. Over time, these roads became public roads as a matter of public record but they have not been accepted as County Roads into the maintained County Road system. Most of these roads are sub-standard with respect to the County's Road Design Standards for County Roads.

The County regulates LARs in a limited way in order to provide basic safety to Lane County citizens. Lane Code Chapter 15 specifies minimum design requirements, signage requirements, setback distances, and other minimum standards. The County does not require facility permits for any work in the right-of-way on these roads.

On infrequent occasions, the Board has authorized the use of Road Funds for maintenance or repairs on specific LARs to address emergency conditions. However, the ability to spend Road Fund dollars on LARs is restricted, as discussed below, by state statutes.

PROGRESS UPDATE

LAR INVENTORY

Staff identified a list of information that should be gathered for each LAR. The inventory serves two purposes: 1) to know the full extent of LAR conditions in Lane County and 2) to inform if and what the threshold should be for an LAR to be accepted into the County Road System. The inventory plans to gather the following information:

- County Road that LAR is accessed from
- Roads that the LAR connects to
- Thru street or dead-end
- Within or outside of UGB
- Length
- Width: surface and ROW
- Number of parcels served by LAR
- Property type served
- Average Daily Traffic (ADT)
- Road surface type
- Road condition: PCI, striping, signage, drainage
- Bridges or culverts
- Existing utilities and public infrastructure
- Maintenance needs
- Previous maintenance requests or Board interaction
- Private party impacts if LAR were brought up to County Standards

Some of the information is available via our Geographic Information System (GIS) and Road Management Information System (RMIS) while other data will require a field investigation and further data collection. The elements that require a field investigation will not be started until this fall because staff is busy completing

maintenance and construction projects, and collecting ADT counts on County roads this summer.

Given the total number of LARs it may make sense to prioritize the field investigations based on length and/or number of parcels served. It is likely that a combination of these two measures will help identify if there are LARs that should be brought into the County Road System. The tables below summarize the number of LARs by length and by number of parcels served.

Length of LAR	Number of LARs by length
Shorter than 0.25 miles	379
0.25 miles – 0.49 miles	104
0.5 miles – 0.99 miles	51
1.0 miles and longer	7
123.8 miles	541

10 longest LARs	Length (miles)	Number of Parcels served
Fisher Gateway	0.842	3
Delta Road	0.874	31
Kizer Creek Road	0.961	14
Hidden Meadows Drive	1.032	26
Skyridge Drive	1.05	17
Eric Todd Ln	1.2	18
Spring Hill Lane	1.25	11
Duncan Island Road	1.27	1
Collard Lake Road	1.45	50
Goodpasture Road	3.14	7

Parcels served by LAR	Number of LARs by parcels served
Less than 10 parcels	301
10 parcels – 19 parcels	184
20 parcels – 29 parcels	36
30 parcels and greater	20

10 LARs with most parcels served	Number of parcels served	Length (miles)
Laporte Drive	33	0.4
Maclay Drive	34	0.29
Dalton Drive	36	0.31
Rosewood Avenue (W)	41	0.38
Lake Point Drive	43	0.377
Dunewood Drive	44	0.583
Collard Lake Road	50	1.45
Kinney Loop	51	0.55
Limpit Lane	57	0.595
Stark Street	70	0.675

Identifying LARs that are located within a city's Urban Growth Boundary is another important part of the inventory. When an LAR is annexed and is within the city limits, it becomes a city street. LARs within UGBs may serve a larger number of users and different needs than those outside of UGBs.

City UGB	Number of LARs within UGB	City Length	County Length	Total Length
Cottage Grove	7	0.251	0.215	0.466
Creswell	4	0.023	0.884	0.907
Eugene	97	0.649	5.106	5.755
Florence	41	0.247	0.381	0.628
Junction City	6	0.024	0.508	0.532
Lowell	2	0.21	0	0.21
Oakridge	5	0.517	0.15	0.667
Springfield	29	0.68	2.328	3.008

Lane County's electronic Maintenance Request System (MRS) was reviewed for requests submitted on LARs. MRS has a record of 179 requests dating back to 1997. The majority of the requests on LARs have to do with reinstalling street signs or stop signs. There are approximately 35 requests for broader maintenance

issues. Of these requests, there were only four LARs that had multiple requests: Collard Lake Road, Ridge Top Drive, Sanders Street, and Stark Street.

Staff will continue to make progress on the inventory. This fall, staff will begin making site visits to LARs in order to investigate road conditions for the inventory.

POLICY RESEARCH FOR CURRENT AND FUTURE LARS

The challenge of LARs is not unique to Lane County. All counties in Oregon have struggled and continue to struggle with LARs. *Roads and the County: A Manual for Oregon County Officials* published by the Association of Oregon Counties (AOC) County Road Program helps outline the different policy issues and funding options for LARs. According to AOC staff research, there are only a handful of methods that have been employed to deal with LARs. Many counties solely rely on statute ORS 368.031 which allows counties to pay for maintenance if their Board of County Commissioners labels it an emergency. Some counties, like Deschutes County, rely on Special Road Districts or Local Improvement Districts which allow landowners to pay for road maintenance or road upgrades through taxation or other contractual agreements. Another example is Curry County who pays for labor and equipment on road projects where 60% of property owners sign a petition and agree to pay for the materials. The only other option used is to accept the roads into the county road system for all future maintenance. Additionally, Marion County no longer allows the creation of LARs.

A list of questions has been developed based on initial policy research. They are broken into two main categories:

A) Should we change how we treat existing LARs?

1. Are there different considerations for LARs that are outside of City UGBs vs. inside City UGBs?
2. Is there a tipping point when there are so many parcels served by an LAR or trips taken on the LAR that it should be taken into the County Road System?
 - a. What are the best measures to determine the tipping point?
 - b. Does it need to have 50 feet of ROW dedication before it can be brought in?
 - c. Does it need to be brought up to County Road standards before being brought in? If so, who shoulders the burden of the upgrade?
3. Should we consider requiring facility permits on LARs?
4. Assuming that we cannot require property owners fronting existing LARs to form a special road district, a local improvement district, a home owners association, or sign a maintenance agreement with the County, is there something we can do to incentivize some of these options?

B) Should we change if and how future LARs are created?

1. Is there any way to ensure home buyers are aware of their maintenance obligation for the LAR?

2. Is there a point during formation of a LAR that the County requires some sort of assurance that the LAR will be maintained?
 - a. Require a maintenance agreement with the County?
 - b. Require a Special Road District?
 - c. Require a Local Improvement District?
3. Should we stop allowing the formation of LARs all together?

These questions were brought to the May 22, 2019 TrAC meeting for discussion and initial direction on what avenues to continue to pursue.

TrAC DISCUSSION

The TrAC members received an overview of LARs in Lane County. Staff summarized the existing issues that led the Board to ask the TrAC to make a recommendation on LAR policy changes. The initial inventory was reviewed and the policy questions were discussed.

TrAC members asked staff to describe the pros and cons of taking LARs into the County road system. Staff summarized that improved road conditions would create a safety benefits. Alternatively, the cost of bringing a LAR up to County standards and the additional liability to the County would be a drawback.

Maintenance agreements were discussed as one of several potential solutions for LARs. One TrAC member asked, "If an incident/crash was involved on an LAR with a Maintenance Agreement, who would have liability if the incident was due to lack of maintenance on the road?" Staff said they would investigate that question.

Another member wanted to know what the process was to reverse an LAR. Staff described the right-of-way vacation process and the challenges that can be encountered.

Staff committed to bring additional research to the next TrAC meeting scheduled on July 24, 2019 to continue the policy discussion.

B. Policy Issues

Oregon Revised Statute 368.031 states that a Local Access Road is open to the public and is "*subject to the exercise of jurisdiction by a county governing body in the same manner as a county road except as follows:*

(1) A county and its officers, employees or agents are not liable for failure to improve the local access road or keep it in repair.

*(2) A county governing body shall spend county moneys on the local access road **only if** it determines that the work is an emergency or if:*

(a) The county road official recommends the expenditure;

(b) The public use of the road justifies the expenditure proposed; and

(c) The county governing body enacts an order or resolution authorizing the work and designating the work to be either a single project or a continuing program.”

Lane Code 15.076 (1)(b) aligns with the state statute as follows:

“(b) Pursuant to Oregon Revised Statutes (ORS) 368.031, the County may spend money on Local Access Road improvements only under limited circumstances, and only by order or resolution by the Board.”

C. Board Goals

Local Access Roads are a part of the integrated road infrastructure of Lane County. The (2018-2021) Strategic Plan lists Robust Infrastructure as one of its four Strategic Priorities: *Focus on strategic infrastructure maintenance and investments that have the highest return for safety, vibrant communities, and long term environmental benefit.*

Key Strategic Initiatives under this priority include:

- a. Enhance safe transportation facilities and operations*
- b. Maintain existing facilities and identify efficiencies in capital assets*
- c. Fund and develop new facilities that support safety and livability*

D. Financial and/or Resource Considerations

The cost to repair or maintain all of the Local Access Roads in Lane County is not currently known. Staff is working on completing an inventory of LARs to assess road conditions. The minimum design criteria for LARs required by Lane Code 15.706 is 2” Asphalt Concrete on 10” Crushed Rock when serving 4 or more properties. If a LAR was to be rebuilt with County funds to these specifications, the cost is estimated to be \$340,000 per mile. Any LAR that is brought into the County road system would likely need significant upgrades.

The Lane County Road & Bridge Maintenance audit, completed by the County’s Performance Auditor in 2017, noted that current funding and preservation on County roads and bridges falls short of what is needed to protect these assets. Funding any additional infrastructure needs that come with bringing an LAR into the County road system would have to be prioritized with existing needs.

The TSP reflects the County’s transportation needs over a 20-year period. The current TSP was adopted in 2017 and included projects in three categorizations: Currently Funded Projects, Financially Constrained Projects, and Illustrative Projects. Currently Funded Projects include \$83.7 million in transportation improvements that would be designed and constructed by Lane County in

partnerships with ODOT and local jurisdictions. Financially Constrained Projects include 72 projects within the County that could be reasonably funded over a 20-year period by leveraging state and federal funding with Lane County Road Funds. The anticipated cost of these 72 projects is roughly \$261.6 million. The Illustrative Project list includes \$748.5 million of transportation solutions identified as County and ODOT improvements needed within the County that are not reasonably likely to be funded before 2036. With an annual Capital Improvement budget of only \$4.5 million, it will take decades to address these known transportation needs. A single project can often exceed the County’s annual allocation of funds so staff apply for state and federal funding as it becomes available.

E. Health Implications

Safety	Without periodic maintenance, roadway pavement conditions deteriorate and can create safety hazards for drivers.
Transportation	Local Access Roads are public roads that provide access to jobs, services, and educational resources.

F. Analysis

Local Access Roads present a major funding dilemma both for the County and for residents served by these roads. Road repairs are often extremely costly and can be beyond the financial means of the adjacent property owners.

Lane County is responsible for maintaining over 1,400 miles of roadway in Lane County and more than 415 bridges. These roads and bridges are expensive to maintain, and until the passage of HB 2017, the County was not sufficiently resourced to maintain these assets. HB 2017 will provide much needed resources to preserve existing roadways and limited funds for Capital Improvement Projects, but no funding has been identified for upgrades or repairs to the 123.8 miles of LARs in Lane County.

Without investment into the maintenance of LARs, these roads will continue to deteriorate and will continue to pose safety hazards to users of these public roadways.

Additional data collection, research and analysis is needed to fully ascertain the conditions of existing LARs and to vet viable policy changes.

G. Alternatives/Options

None. Discussion only.

IV. RECOMMENDATION

Additional analysis is needed and further discussions with the TrAC in order to present options for the Board.

V. TIMING/IMPLEMENTATION

To be determined based on Board direction.

VI. FOLLOW-UP

To be determined based on Board direction.

VII. ATTACHMENTS

Initial LAR inventory

NAME	BMP	EMP	LENGTH	Parcels	Roads	Primary Road Joined	UGB	Culvert	Dead End /		RoadUse	Fire Jurisdiction
					Joined				Thru	Other Connections		
01ST ST	0	0.058	0.058	8	2	ARAGO ST	Florence		Dead End	01ST AVE	Solely for Residential Use	
01ST ST	0	0.06	0.06	5	1	FLAT HEAD RD			Dead End		Solely for Residential Use	Pleasant Hill RFPD
01ST ST	0	0.07	0.07	6	2	HWY 36			Dead End	UNNAMED RD (880600)	Solely for Residential Use	Swishhome-Deadwood RFPD
01ST ST	0	0.09	0.09	6	1	ALVADORE RD			Dead End		Solely for Residential Use	Lane Fire Authority
02ND AVE	0	0.074	0.074	7	2	FOULWEATHER ST	Florence		Dead End	PERPETUA ST, BLANCO	Solely for Residential Use	
02ND AVE	0	0.075	0.075	11	1	KIWANDA ST	Florence		Dead End		Solely for Residential Use	
02ND AVE	0.152	0.231	0.079	11	2	ARAGO ST	Florence		Dead End	BLANCO ST	ID Duplicate	
02ND AVE	0	0.198	0.198	22	1	OCEAN WAY	Florence		Dead End		Solely for Residential Use	
02ND PL	0	0.095	0.095	10	1	ALVADORE RD			Dead End		Solely for Residential Use	Lane Fire Authority
03RD ST	0	0.227	0.227	19	2	FISH HATCHERY RD	Oakridge	Culvert	Thru	HIGH PRARIE RD	Solely for Residential Use	
03RD ST	0	0.064	0.064	5	1	HWY 36			Dead End		Solely for Residential Use	Swishhome-Deadwood RFPD
03RD ST	0	0.153	0.153	9	1	LAKE ST			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
03RD ST	0	0.127	0.127	10	2	ALVADORE RD			Thru	COMMERCIAL ST	Solely for Residential Use	Lane Fire Authority
04TH ST	0	0.166	0.166	5	2	STARLITE LN			Thru	E ST	Solely for Residential Use	Lane Fire Authority
04TH ST	0	0.06	0.06	8	2	HWY 36			Thru	ALDER ST, SCHOOL ST	Solely for Residential Use	Swishhome-Deadwood RFPD
04TH ST	0	0.148	0.148	9	3	MAIN ST			Thru	RAILROAD ST, B ST	Solely for Residential Use	Lane Fire Authority
05TH ST	0	0.12	0.12	10	1	ALVADORE RD			Dead End		Solely for Residential Use	Lane Fire Authority
06TH ST	0.45	0.525	0.075	9	1	06TH ST			Dead End		Solely for Residential Use	Lane Fire Authority
08TH ST	0	0.236	0.236	5	2	08TH ST			Dead End	STARLITE LN	Solely for Residential Use	Lane Fire Authority
10TH ST	0	0.111	0.111	6	1	ALVADORE RD			Dead End		Solely for Residential Use	Lane Fire Authority
20TH ST	0	0.135	0.135	20	3	20TH ST	Springfield		Thru	RANCH DR, OTTO ST	Solely for Residential Use	
ABBOTT LN	0	0.4	0.4	8	1	HWY 99			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
ADAMS RD	0	0.051	0.051	3	1	MARCOLA RD			Dead End		Solely for Residential Use	Mohawk Valley FD
ADDISON AVE	0	0.07	0.07	12	2	PRAIRIE RD	Junction City		Thru	LAUREL ST	Solely for Residential Use	
ADLER LN	0	0.19	0.19	3	1	HWY 99			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
ADLER LN	0	0.367	0.367	13	1	MELTON RD (KUNI FRONTAGE)			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
AERO RD	0	0.19	0.19	6	2	SUTTLE RD			Thru	CHICKADEE LN	Solely for Residential Use	Lane Fire Authority
AINSLEY LN	0	0.061	0.061	5	2	GIMPL HILL RD			Dead End	PVT RD	Solely for Residential Use	Lane Fire Authority
ALCORN ST	0	0.07	0.07	10	2	WHITMORE ST			Thru	GREEN LN	Used for Both Commercial and Residential Purposes	Mohawk Valley FD
ALDER AVE	0	0.158	0.158	18	1	CHESTNUT ST			Dead End		Solely for Residential Use	Mapleton FD
ALDER CT	0	0.097	0.097	0	0						ID Not Found, Solely for Residential Use	
ALDER DR	0	0.19	0.19	10	2	HWY 101			Dead End	PVT RD	Solely for Residential Use	Siuslaw Valley Fire & Rescue
ALDER ST	0	0.06	0.06	6	2	04TH ST			Thru	SCHOOL ST	Solely for Residential Use	Swishhome-Deadwood RFPD
ALDER ST.	0	0.025	0.025	5	1	GLENADA RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
ALLEN RD	0	0.2	0.2	5	1	SUTTLE RD			Dead End		Solely for Residential Use	Lane Fire Authority
ALMA DR	0	0.17	0.17	8	1	DELTA DR			Dead End		Solely for Residential Use	Upper McKenzie RFPD
ANDERSEN LN	0	0.14	0.14	20	2	HORN LN	Eugene		Thru	ANDERSEN LN (791100),	Solely for Residential Use	
ANDERSON LN	0	0.06	0.06	9	1	W. QUINALT AVE	Springfield		Dead End		Solely for Residential Use	
ANN LN	0	0.26	0.26	11	1	HOWARD RD			Dead End		Solely for Residential Use	Mohawk Valley FD
ARBOR DR	0	0.21	0.21	21	5	RIVER RD	Eugene		Thru	CURRY ST, ROME LN, LC	Solely for Residential Use	
ARGON AVE	0	0.051	0.051	5	2	SANDERS ST	Eugene		Thru	STARK ST	Solely for Residential Use	
ARGON AVE	0	0.085	0.085	13	1	REVELL ST	Eugene		Dead End	PATRICIA ST, REVELL S	Solely for Residential Use	
ASH LN	0	0.09	0.09	4	1	CAMAS SWALE RD		Culvert	Dead End		Solely for Residential Use	South Lane County Fire & Rescue
ASPEN ST	0	0.186	0.186	16	5	CENTENNIAL BLVD	Springfield		Thru	SEQUOIA AVE, COTTON	Services Centennial Elementary and Residential	
AUCTION CT	0	0.08	0.08	4	1	AUCTION WAY	Eugene		Dead End		Solely for Residential Use	
AUCTION WAY	0	0.39	0.39	12	2	E. ENID RD	Eugene		Thru	AUCTION CT	Used for Commercial Purposes	
AVA ST	0	0.105	0.105									
AZALEA DR	0	0.23	0.23	31	1	RIVER RD	Eugene		Dead End		Used for Both Commercial and Residential Purposes	
B ST	0	0.199	0.199	4	1	04TH ST			Dead End		Solely for Residential Use	Lane Fire Authority
B ST	0	0.06	0.06	6	2	06TH ST			Dead End		Solely for Residential Use	Lane Fire Authority
B ST	0.06	0.09	0.03	7	1	B ST			Dead End	B ST	Solely for Residential Use	Mohawk Valley FD
BAILEY HILL LP RD (STUB)	0	0.084	0.084	3	1	BAILEY HILL LP RD		Culvert	Dead End		Solely for Residential Use	Bailey-Spencer RFPD
BANNER ST	0	0.092	0.092	8	2	ANCHOR AVE	Eugene		Thru	WILKES DR	Solely for Residential Use	
BARTON DR	0	0.08	0.08	7	2	MAXWELL RD	Eugene		Thru	HAMILTON AVE (LAR/PV	Services a Church and Residential Purposes	
BARTON DR	0	0.1	0.1	14	2	MAXWELL RD	Eugene		Thru	ROSEWOOD AVE (W)	Solely for Residential Use	

NAME	BMP	EMP	LENGTH	Parcels	Roads	Primary Road Joined	UGB	Culvert	Dead End /		RoadUse	Fire Jurisdiction
					Joined				Thru	Other Connections		
BATTLE CR RD (STUB/BR)	0	0.094	0.094	6	1	BATTLE CR RD			Dead End		Solely for Residential Use	Lane Fire Authority
BAY BERRY LN	0	0.21	0.21	16	2	ARCHER LN			Dead End		Used for Both Commercial and Residential Purposes	Siuslaw Valley Fire & Rescue
BELMONT ST	0	0.1	0.1	13	1	IRVING RD	Eugene		Dead End		Solely for Residential Use	
BENJAMIN ST	0	0.22	0.22	29	2	MELVINA WAY	Eugene		Thru	EVERGREEN DR	Services a Park and Residential Use	
BENNETT BLVD	0	0.73	0.73	21	1	TERRITORIAL HWY			Dead End		Solely for Residential Use	Monroe RFPD
BENSON RD	0	0.492	0.492	11	2	CROW RD		Culvert	Thru	HIDDEN HILL RD	Solely for Residential Use	Lane Fire Authority
BERG DR	0	0.65	0.65	16	1	TERRITORIAL HWY			Dead End		Solely for Residential Use	Monroe RFPD
BIGGS RD	0	0.249	0.249	12	1	PERKINS RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
BILLINGS RD	0	0.23	0.23	11	1	THURSTON RD	Springfield		Dead End		Solely for Residential Use	
BLACKFOOT CUL #1	0	0.03	0.03	3	1	BLACKFOOT AVE	Eugene		Dead End		Solely for Residential Use	
BLACKFOOT CUL #2	0	0.034	0.034	5	1	BLACKFOOT AVE	Eugene		Dead End		Solely for Residential Use	
BLACKS DR	0	0.1	0.1	3	2	RUDOLPH RD			Dead End	PVT RD	Solely for Residential Use	South Lane County Fire & Rescue
BLANCO ST	0	0.088	0.088	11	1	02ND AVE	Florence		Dead End		Solely for Residential Use	
BLOSSOM ST	0	0.061	0.061	3	2	SEAVEY LP RD			Thru	THUNDER CLOUD DR	Solely for Residential Use	Goshen RFPD
BLUE RIVER ST	0	0.09	0.09	6	3	ROSE ST			Thru	ECHO ST (E), DEXTER S	Solely for Residential Use	Upper McKenzie RFPD
BLUE SKY DR	0	0.26	0.26	8	3	SWEET LN	Cottage Grove		Thru	EASTVIEW DR, SWEET L	Solely for Residential Use	
BLUE VIEW DR	0	0.31	0.31	24	1	PARKER LN			Dead End		Solely for Residential Use	Lane Fire Authority
BOBCAT LN	0	0.202	0.202	6	1	SPENCER HOLLOW RD (O.P.)			Dead End		Solely for Residential Use	Eugene #1 RFPD
BOILER CR RD	0	0.541	0.541	18	3	PARSONS CR RD			Thru	EWING RD, EWING RD (Solely for Residential Use	Mohawk Valley FD
BONNIE HEIGHTS RD	0	0.3	0.3	11	1	GREEN HILL RD	Eugene		Dead End		Used for Both Commercial and Residential Purposes	
BOOMER RD	0	0.28	0.28	7	1	TERRITORIAL HWY			Dead End		Solely for Residential Use	Lane Fire Authority
BOOTH ST	0	0.25	0.25	15	1	MILLIRON RD (E)	Junction City		Dead End		Used for Commercial Purposes	
BRAMBLE WAY	0	0.11	0.11	13	1	PARADISE DR			Dead End		Solely for Residential Use	Lane Fire Authority
BRANCH RD	0	0.23	0.23	10	1	MITCHELL LP			Dead End		Used for Both Commercial and Residential Purposes	Siuslaw Valley Fire & Rescue
BRIARCLIFF DR	0.06	0.283	0.223	24	2	RIVER RD	Eugene		Thru	BRIARCLIFF PL	Solely for Residential Use	
BRIDGES LN	0.106	0.3	0.194	12	1	FIR BUTTE RD			Dead End		Solely for Residential Use	Zumwalt RFPD
BRIGGS SPRING LN	0	0.08	0.08	4	1	BRIGGS HILL RD			Dead End		Solely for Residential Use	Lane Fire Authority
BROTHERTON AVE	0	0.05	0.05	5	2	RIVER RD	Eugene		Thru	COLLIN CT	Solely for Residential Use	
BROWN LN	0	0.33	0.33	11	1	AWBREY LN	Eugene		Dead End		Used for Both Commercial and Residential Purposes	
BROWNS LANDING	0	0.5	0.5	8	1	RIVER RD			Dead End		Used for Both Commercial and Residential Purposes	Junction City RFPD
BRYANT RD	0	0.25	0.25	5	1	BUTTE RD			Dead End		Used for Both Commercial and Residential Purposes	South Lane County Fire & Rescue
BUCK POINT WAY	0	0.38	0.38	13	1	MCKENZIE HWY			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
BURTON DR	0	0.16	0.16	12	1	DELTA DR			Dead End		Solely for Residential Use	Upper McKenzie RFPD
BUSHYTAIL TRAIL	0	0.25	0.25	4	1	WILDWOOD CR RD			Dead End		Solely for Residential Use	Eugene #1 RFPD
CAMBRIA PL	0	0.231	0.231	25	1	HILLSIDE DR	Cottage Grove		Dead End		Solely for Residential Use	
CARUTHERS RD	0	0.185	0.185	4	1	THURSTON RD	Springfield		Dead End		Solely for Residential Use	
CASTELLOE AVE	0	0.087	0.087	5	1	BAILEY HILL RD	Eugene		Dead End		Solely for Residential Use	
CASTLEBERRY RD	0	0.393	0.393	8	1	REPSLEGER RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
CEDAR DR	0	0.1	0.1	9	1	VIOLA ST			Dead End		ID Not Found	
CEDAR FLAT ROAD	0	0.24	0.24	7	1	CEDAR FLAT RD			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
CEDAR ST	0	0.066	0.066	8	1	GRAND AVE			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
CENTRAL BLVD	0	0.18	0.18	6	3	E. 38TH AVE (PVT/LAR)			Thru	WOODSON ST, E. 40TH	Solely for Residential Use	Not Under Jurisdiction
CHAPMAN HEIGHTS RD	0	0.704	0.704	9	1	CENTRAL RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
CHAPMAN RD (N)	0	0.04	0.04	4	2	VIEW RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
CHAPMAN RD (S)	0	0.04	0.04	7	2	VIEW RD			Thru	COLLARD LAKE RD	Solely for Residential Use	Siuslaw Valley Fire & Rescue
CHERRY AVE	0	0.088	0.088	12	2	HARVEY RD	Creswell		Thru	N. 06TH ST	Solely for Residential Use	
CHICKADEE LN	0	0.16	0.16	5	1	AERO RD			Dead End		Solely for Residential Use	Lane Fire Authority
CHINQUAPIN LP	0	0.25	0.25	11	2	FLECK RD		Culvert	Thru	CHINQUAPIN LP CUL DE	Solely for Residential Use	Lane Fire Authority
CHINQUAPIN LP CUL DE SAC	0	0.111	0.111	7	1	CHINQUAPIN LP			Dead End		Solely for Residential Use	Lane Fire Authority
CHISHOLM TRAIL DR	0	0.76	0.76	10	1	TAYLOR BUTTE RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
CHRISTMAS TREE LN	0	0.46	0.46	9	1	DALE KUNI RD			Dead End		Used for Both Commercial and Residential Purposes	South Lane County Fire & Rescue
CINDY ST	0	0.12	0.12	14	3	FERNDAL DR	Eugene		Thru	CINDY ST CUL #1, CHAP	Solely for Residential Use	
CINNEBAR LN	0	0.231	0.231	7	1	PERKINS RD			Dead End		Solely for Residential Use	Lane Fire Authority
CLAYTON RD	0.436	0.93	0.494	0	0						Solely for Residential Use	South Lane County Fire & Rescue
CLEARINGSIDE DR	0	0.211	0.211	3	1	TERRITORIAL HWY			Dead End		Used for Both Commercial and Residential Purposes	Lane Fire Authority
CLEARWATER LN	0	0.221	0.221	9	1	CLEARWATER LN			Dead End		Solely for Residential Use	Pleasant Hill RFPD

NAME	BMP	EMP	LENGTH	Parcels	Roads		Dead End /			RoadUse	Fire Jurisdiction	
					Joined	Primary Road Joined	UGB	Culvert	Thru			Other Connections
CLEMENS RD (LAR/PVT)	0	0.284	0.284	10	1	DEERHORN RD			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
CLOUDCROFT LN (EAST)	0	0.049	0.049	7	1	LIMPIT LN	Florence		Thru	CLOUDCROFT LN (WEST)	Solely for Residential Use	
CLOUDCROFT LN (WEST)	0	0.283	0.283	32	3	LIMPIT LN	Florence		Thru	SALTAIRE ST, RHODOW	Solely for Residential Use	
COLLARD LAKE RD	0	1.45	1.45	50	4	MERCER LAKE RD			Thru	COLLARD LP RD, CHAPM	Solely for Residential Use	Siuslaw Valley Fire & Rescue
COLLARD LAKE WAY	0	0.2	0.2	26	1	COLLARD LAKE RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
COLLARD LP RD	0	0.39	0.39	30	1	COLLARD LAKE RD			Thru		Solely for Residential Use	Siuslaw Valley Fire & Rescue
COLLINS LN	0	0.09	0.09	8	1	MCKENZIE HWY			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
COLONIAL DR	0	0.189	0.189	18	2	GAME FARM RD	Springfield		Thru	NICHOLAS DR	Solely for Residential Use	
COLTER ST	0	0.167	0.167	4	2	HWY 101			Thru	OAK ST	Solely for Residential Use	Siuslaw Valley Fire & Rescue
COMMERCIAL ST	0.073	0.187	0.114	12	1	03RD ST			Dead End		Solely for Residential Use	Lane Fire Authority
CONCORD AVE	0	0.25	0.25	28	5	MCKENZIE HWY	Springfield		Thru	E. 15TH AVE, E. 16TH AV	Solely for Residential Use	
CONRAD RD	0.296	0.408	0.112	7	1	CONRAD RD			Thru	DALLON DR, UMANSKI L	Solely for Residential Use	Lane Fire Authority
CORA OAKS RD	0	0.232	0.232	6	1	LAWRENCE RD			Dead End		Solely for Residential Use	Lane Fire Authority
CORN SILK LN	0	0.24	0.24	1	1	KING RANCH RD			Dead End		Solely for Residential Use	Lowell RFPD
CRIMSON AVE	0.067	0.09	0.023	5	2	CRIMSON AVE	Eugene		Dead End		Services a Park and Residential Use	
CROCKER RD	0.58	0.86	0.28	29	2	LOY AVE	Eugene		Thru	IRVING RD, CROCKER R	Solely for Residential Use	
CROCKER RD CUL #1	0	0.075	0.075	12	1	CROCKER RD	Eugene		Dead End		Solely for Residential Use	
CROCKER RD CUL #2	0	0.041	0.041	7	1	CROCKER RD	Eugene		Dead End		Solely for Residential Use	
CROSSLEY LN	0.36	0.48	0.12	4	1	CROSSLEY LN			Dead End		Solely for Residential Use	Zumwalt RFPD
CULVER RD	0	0.42	0.42	10	1	PRAIRIE RD	Junction City		Dead End		Used for Both Commercial and Residential Purposes	
CURRY ST	0	0.02	0.02	6	1	ARBOR DR	Eugene		Dead End		Solely for Residential Use	
DAHLIN RD (LAR/PVT)	0	0.268	0.268	20	2	DAHLIN RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
DAHLIN RD (LAR/PVT)	0.431	1.077	0.646	29	1	DAHLIN RD (LAR/PVT)			Dead End		ID Duplicate	Siuslaw Valley Fire & Rescue
DAISY LN	0	0.149	0.149	9	3	W. DEMMING RD			Dead End	DEMMING RD, TRIPP RD	Solely for Residential Use	Lane Fire Authority
DALLON DR	0	0.1	0.1	6	2	CONRAD RD			Thru	UMANSKI LN	Solely for Residential Use	Lane Fire Authority
DALTON DR	0	0.168	0.168	19	3	MAXWELL RD	Eugene		Thru	ROSEWOOD AVE, HOWA	Services a Church and Residential Purposes	
DALTON DR	0	0.31	0.31	36	1	HORN LN	Eugene		Dead End		Solely for Residential Use	
DAVID LN	0	0.16	0.16	8	1	PRAIRIE RD	Junction City		Dead End		Used for Both Commercial and Residential Purposes	
DAY LN	0	0.21	0.21	12	1	SHORE LN			Dead End		Solely for Residential Use	Lane Fire Authority
DEARBORN ISLAND RD	0	0.205	0.205	9	1	MCKENZIE RIVER DR			Dead End		Solely for Residential Use	Upper McKenzie RFPD
DEBERRY CUL-DE-SAC	0	0.09	0.09	6	1	DEBERRY RD		Culvert	Dead End		Solely for Residential Use	South Lane County Fire & Rescue
DEER RD	0	0.04	0.04	5	1	TEN MILE RD			Dead End		Solely for Residential Use	Not Under Jurisdiction
DELAY DR	0	0.4	0.4	17	2	RIVER LP #1	Eugene		Thru	JAMES LN	Used for Both Commercial and Residential Purposes	
DELTA DR	0	0.42	0.42	22	3	HORSE CR RD		Culvert	Thru	ALMA DR, BURTON DR	Solely for Residential Use	Upper McKenzie RFPD
DELTA RD	0	0.874	0.874	31	2	DELTA RD			Thru	DRURY DR	Solely for Residential Use	Upper McKenzie RFPD
DENISON LN	0	0.157	0.157	6	1	ODLE LN	Oakridge		Dead End		Solely for Residential Use	
DENNIS LN	0	0.04	0.04	10	2	ARBOR DR	Eugene		Thru	LORETTA WAY	Solely for Residential Use	
DEXTER ST (E)	0	0.07	0.07	9	3	BLUE RIVER DR			Thru	BLUE RIVER ST, DEXTE	Solely for Residential Use	Upper McKenzie RFPD
DEXTER ST (W)	0	0.1	0.1	10	4	BLUE RIVER DR			Thru	DEXTER ST (E), MCCAUI	Solely for Residential Use	Upper McKenzie RFPD
DICK WAY	0	0.28	0.28	7	1	NORTH FORK SIUSLAW RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
DON JUAN AVE	0.066	0.087	0.021	5	2	DON JUAN AVE	Eugene		Dead End	STERLING WOODS DR	Solely for Residential Use	
DOOLITTLE RD	0	0.44	0.44	6	1	COTTAGE GROVE RES RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
DORENA MOUNTAIN RD	0	0.7	0.7	7	1	ROW RIVER RD			Dead End		Solely for Residential Use	Not Under Jurisdiction
DORRIS ST	0	0.143	0.143	16	3	PARK AVE	Eugene		Thru	HARDY AVE, HAWTHOR	Solely for Residential Use	
DORRIS ST	0	0.262	0.262	8	2	HARBOR DR	Springfield		Thru	S. 02ND ST, PINE ST	Solely for Residential Use	
DOWENS RD	0	0.69	0.69	9	1	ROW RIVER RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
DREW LN	0	0.25	0.25	2	1	ALVADORE RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
DRUMMOND DR (LAR/PVT)	0	0.027	0.027	4	1	SEAVEY LP RD			Thru	DRUMMOND DR	Solely for Residential Use	Goshen RFPD
DRUMMOND DR (LAR/PVT)	0	0.3	0.3	16	1	SEAVEY LP RD			Dead End		Solely for Residential Use	Goshen RFPD
DRURY CR RD	0	0.048	0.048	4	2	JOHNSON RD			Thru	DREAM HILL RD	Solely for Residential Use	Mohawk Valley FD
DRURY DR	0	0.3	0.3	9	1	DELTA RD			Dead End		Solely for Residential Use	Upper McKenzie RFPD
DRURY LN	0.322	0.368	0.046	3	1	DRURY LN			Dead End		Provides Access to Forested Area	Upper McKenzie RFPD
DUGAN RD	0	0.17	0.17	6	1	DUGAN LN	Cottage Grov	Culvert	Dead End		Solely for Residential Use	
DUNCAN IS RD	0	0.245	0.245	12	1	DUNCAN ISLAND RD			Dead End		Used for Both Commercial and Residential Purposes	Not Under Jurisdiction
DUNCAN ISLAND RD	1.023	2.293	1.27	1	1	DUNCAN ISLAND RD			Dead End		Solely for Residential Use	Not Under Jurisdiction
DUNEWOOD DR	0	0.583	0.583	44	4	HWY 101	Florence		Thru	STAR VIEW DR, TERNYII	Solely for Residential Use	

NAME	BMP	EMP	LENGTH	Parcels	Roads	Primary Road Joined	UGB	Culvert	Dead End /	Other Connections	RoadUse	Fire Jurisdiction
					Joined				Thru			
DUNNS LN	0	0.07	0.07	7	1	S. LOFTUS RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
E ST	0	0.061	0.061	4	1	04TH ST			Dead End		Used for Both Commercial and Residential Purposes	Lane Fire Authority
E. 18TH AVE	0	0.09	0.09	8	1	HENDERSON AVE (N)	Springfield		Dead End		Solely for Residential Use	
E. 18TH AVE	0	0.059	0.059	9	2	MISSISSIPPI AVE	Springfield		Thru	CONRAD AVE	Solely for Residential Use	
E. 20TH AVE	0	0.14	0.14	13	1	HWY 99	Springfield		Dead End		Solely for Residential Use	
E. 21ST AVE	0.094	0.132	0.038	8	1	E. 21ST AVE	Springfield		Dead End		Used for Commercial Purposes	
E. 25TH AVE	0	0.136	0.136	9	1	HENDERSON AVE (S)	Eugene		Dead End		Solely for Residential Use	
E. 40TH AVE	0	0.229	0.229	5	2	CENTRAL BLVD	Eugene		Dead End		Solely for Residential Use	
E. 40TH AVE	0	0.445	0.445	19	2	CENTRAL BLVD			Dead End		Solely for Residential Use	Not Under Jurisdiction
E. 43RD AVE	0	0.453	0.453	14	1	SPRING BLVD	Eugene		Dead End		Solely for Residential Use	
E. HATTON AVE	0	0.07	0.07	3	2	RIVER RD	Eugene		Thru	LANSON LN	Used for Both Commercial and Residential Purposes	
E. MAYNARD AVE	0	0.07	0.07	7	2	RIVER RD	Eugene		Thru	LANSON LN	Solely for Residential Use	
EASTVIEW DR	0	0.12	0.12	8	1	BLUE SKY DR	Cottage Grove		Dead End		Solely for Residential Use	
EASTWAY DR	0	0.278	0.278	4	1	ELDON SCHAFFER DR			Dead End		Services Lane Community College	Goshen RFPD
ECHO LN	0	0.131	0.131	13	1	HUNSAKER LN-BEAVER ST	Eugene		Dead End		Solely for Residential Use	
ECHO ST (E)	0	0.13	0.13	14	3	BLUE RIVER DR			Thru	BLUE RIVER ST, ECHO S	Solely for Residential Use	Upper McKenzie RFPD
ECHO ST (W)	0	0.092	0.092	13	3	BLUE RIVER DR			Thru	MCCAULEY ST, ECHO S	Used for Both Commercial and Residential Purposes	Upper McKenzie RFPD
ELDALE DR	0	0.15	0.15	6	2	BATTLE CR RD			Dead End	PVT RD	Solely for Residential Use	Lane Fire Authority
ELDON SCHAFFER DR	0	0.207	0.207	4	1	ELDON SCHAFFER DR			Dead End		Services Lane Community College	Goshen RFPD
ELK DR	0	0.5	0.5	21	1	BENNETT CR RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
ELWOOD LN	0	0.058	0.058	1	2	HILLSIDE DR			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
EMERSON LN	0	0.235	0.235	11	1	HWY 99	Cottage Grove		Dead End		Solely for Residential Use	
ERHART RD	0.628	0.85	0.222	18	4	ERHART RD			Thru	LAKE ST, 03RD ST, SEA	Solely for Residential Use	Siuslaw Valley Fire & Rescue
ERIC TODD LN	0	1.2	1.2	18	1	HOWE LN			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
EVERGREEN DR	0	0.101	0.101	12	2	MAXWELL RD	Eugene		Thru	ROSEWOOD AVE (W)	Solely for Residential Use	
EWING RD	0	0.549	0.549	11	1	BOILER CR RD			Dead End		Solely for Residential Use	Mohawk Valley FD
EWING RD (Y)	0	0.013	0.013	3	2	BOILER CR RD			Thru	EWING RD	Solely for Residential Use	Mohawk Valley FD
FAIRWAY DR	0	0.18	0.18	27	2	HORN LN	Eugene		Thru	W. HILLIARD LN	Solely for Residential Use	
FEDERAL PL	0	0.1	0.1	15	2	FEDERAL LN	Eugene		Thru	W. MYOAK DR	Solely for Residential Use	
FERN DR	0	0.2	0.2	22	2	MOYER ST			Thru	IRENE ST	Solely for Residential Use	Lane Fire Authority
FILBERT LN	0	0.168	0.168	10	2	EDENVALE RD			Thru	LAIRD LN	Solely for Residential Use	Pleasant Hill RFPD
FIR AVE	0	0.09	0.09	8	1	CHESTNUT ST			Dead End		Solely for Residential Use	Mapleton FD
FIR COVE DR	0	0.05	0.05	8	1	FIR COVE LN			Dead End		Solely for Residential Use	Goshen RFPD
FIR COVE LN	0	0.15	0.15	9	2	HWY 99			Thru	FIR COVE DR	Used for Both Commercial and Residential Purposes	Goshen RFPD
FIR GROVE LN (LAR/PVT)	0	0.611	0.611	23	1	FIR GROVE LN			Dead End		Provides access to Elmira High School and residential	Lane Fire Authority
FIR LN	0	0.07	0.07	9	2	RIVER RD	Eugene		Thru	LOMBARD LN	Solely for Residential Use	
FIR LN	0	0.087	0.087	9	1	MCKENZIE RIVER DR			Dead End		Solely for Residential Use	Upper McKenzie RFPD
FIR ST	0	0.049	0.049	4	2	GRAND AVE			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
FIR TREE LN	0	0.3	0.3	8	1	BUTLER RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
FIRLAND BLVD	0	0.231	0.231	8	1	WOODSON ST	Eugene		Dead End	FIRLAND BLVD, SPRING	Solely for Residential Use	
FISHER GATEWAY	0	0.842	0.842	3	1	VAUGHN RD			Dead End		Solely for Residential Use	Lane Fire Authority
FISK ST	0.099	0.166	0.067	0	0					PINE ST	Solely for Residential Use	Siuslaw Valley Fire & Rescue
FOSTER LN	0	0.13	0.13	16	1	THORNTON LN	Cottage Grove		Dead End		Solely for Residential Use	
FOULWEATHER ST	0	0.038	0.038	7	2	FOULWEATHER ST	Florence		Dead End	02ND AVE	Solely for Residential Use	
FREEDOM LN	0	0.15	0.15	8	2	COBURG BOTTOM LP			Thru	KNOX RD	Solely for Residential Use	Coburg RFPD
FRIENDLY ACRES RD	0	0.237	0.237	15	1	FRIENDLY ACRES RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
FRUITWAY RD	0	0.31	0.31	9	1	ALVADORE RD			Dead End		Solely for Residential Use	Lane Fire Authority
FUNKE RD	0.688	0.9	0.212	3	1	FUNKE RD			Dead End		Used for Both Commercial and Residential Purposes	Coburg RFPD
GARDEN AVE	0	0.07	0.07	7	1	LAUREL AVE	Springfield		Dead End		Solely for Residential Use	
GENT ST	0	0.101	0.101	5	2	IRVING RD	Eugene		Thru	FEDERAL LN	Used for Commercial Purposes	
GERTRUDE ST	0	0.017	0.017	5	1	I ST			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
GILHAM RD	2.178	2.292	0.114	10	2	GILHAM RD	Eugene		Dead End	MIRROR POND WAY, CR	Serves 2 Churches, Cal Young Middle School, and	
GLAZE RD	0	0.043	0.043	4	1	VAUGHN RD			Dead End		Solely for Residential Use	Lane Fire Authority

NAME	BMP	EMP	LENGTH	Parcels	Roads	Primary Road Joined	UGB	Culvert	Dead End /	Other Connections	RoadUse	Fire Jurisdiction
					Joined				Thru			
GLORY DR	0	0.13	0.13	19	1	ELKAY DR	Eugene		Dead End		Solely for Residential Use	
GOODPASTURE RD	5.03	8.17	3.14	7	1	GOODPASTURE RD			Dead End		Services Access to forested land	Not Under Jurisdiction
GRAND AVE	0.227	0.507	0.28	15	6	GRAND AVE			Thru	SPRUCE ST, CEDAR ST,	Solely for Residential Use	Siuslaw Valley Fire & Rescue
GREEN CR RD	0	0.54	0.54	7	2	HWY 36			Dead End		Services Access to forested land	Swishhome-Deadwood RFPD
GREEN CR RD	0	0.797	0.797	15	1	KNIGHT RD			Dead End		Solely for Residential Use	Lane Fire Authority
GULLSETTLE CT	0	0.023	0.023	5	1	SANDRIFT ST	Florence		Dead End		Solely for Residential Use	
HALDERMAN RD	0.45	0.67	0.22	0	0						Solely for Residential Use	South Lane County Fire & Rescue
HALL DR	0	0.15	0.15	8	1	HORSE CR RD			Dead End		Solely for Residential Use	Upper McKenzie RFPD
HAMILTON AVE (LAR)	0	0.056	0.056	10	2	HAMILTON AVE	Eugene		Thru	LAKE DR	Solely for Residential Use	
HAMILTON AVE (LAR/PVT)	0.05	0.236	0.186	22	2	HAMILTON AVE	Eugene		Thru	PARNELL DR, BARTON D	Solely for Residential Use	
HARGISS DR	0	0.129	0.129	5	1	TAYLOR BUTTE RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
HAROLDS RD (LAR/PVT)	0	0.61	0.61	17	1	RATTLESNAKE RD			Dead End		Solely for Residential Use	Dexter RFPD
HARRY H WADE GATEWAY	0	0.242	0.242	3	2	PARVIN RD		Culvert	Dead End	LOST CR RD	Solely for Residential Use	Dexter RFPD
HARVARD AVE	0	0.203	0.203	10	2	GLENADA RD			Thru	ARMSTRONG WAY	Solely for Residential Use	Siuslaw Valley Fire & Rescue
HAWTHORNE AVE	0	0.25	0.25	32	4	HAWTHORNE AVE	Eugene		Thru	MAYFAIR LN, MAYFAIR S	Solely for Residential Use	
HAZEL ST	0	0.048	0.048	5	1	TIERNAN RD (N)		Culvert	Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
HEATHER DR	0	0.5	0.5	12	1	KICKBUSCH LN			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
HECETA PARK WAY	0	0.139	0.139	15	3	HECETA BEACH RD	Florence		Thru	WINDJAMMER WAY, KEL	Solely for Residential Use	
HECETA ST	0	0.088	0.088	12	1	RHODODENDRON DR	Florence		Dead End	POND ST, RHODODEND	Solely for Residential Use	
HECETA ST	0.107	0.21	0.103	16	2	01ST AVE	Florence		Thru	POND ST	ID Duplicate	
HELEN ST	0	0.057	0.057	0	0						ID Not Found	
HEMLOCK ST	0	0.191	0.191	8	1	GRAND AVE			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
HENTZE LN	0	0.198	0.198	3	1	WILLAMETTE DR			Dead End		Solely for Residential Use	Junction City RFPD
HERITAGE LN	0	0.167	0.167	6	1	MCKENZIE HWY			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
HIDDEN HILL RD	0	0.14	0.14	6	1	BENSON RD			Dead End		Solely for Residential Use	Lane Fire Authority
HIDDEN MEADOWS DR	0	1.032	1.032	26	5	DILLARD RD	Eugene		Thru	MT BALDY LN (PVT), ALE	Solely for Residential Use	
HILLVIEW #1	0	0.22	0.22	20	1	COBURG RD	Eugene		Dead End		Solely for Residential Use	
HILLVIEW #2	0	0.11	0.11	12	1	COBURG RD	Eugene		Dead End		Solely for Residential Use	
HILO DR	0.076	0.132	0.056	8	2	LANCASTER DR	Eugene	Culvert	Thru	HONOLULU AVE, HONOL	Solely for Residential Use	
HOLEMAN AVE	0	0.14	0.14	17	2	RIVER RD	Eugene		Thru	N. PIERCE ST	Used for Both Commercial and Residential Purposes	
HOLLAND LN	0	0.34	0.34	8	1	HILEMAN RD			Dead End		Solely for Residential Use	Mohawk Valley FD
HORN LN	0	0.28	0.28	12	1	E. SAGINAW RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
HOYT AVE	0	0.18	0.18	25	2	RIVER RD	Eugene		Thru	CASTREY ST	Solely for Residential Use	
HUEY LN (LAR/PVT)	0.119	0.23	0.111	14	1	HUEY LN (LAR/PVT)			Dead End		Solely for Residential Use	Lane Fire Authority
HUNGRY HILL RD	0	0.5	0.5	13	1	DEBERRY RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
HURLBURT LN	0	0.25	0.25	10	1	CAMAS SWALE RD			Dead End		Used for Both Commercial and Residential Purposes	South Lane County Fire & Rescue
HYLAND LN	0	0.09	0.09	7	1	HWY 58	Oakridge		Dead End		Solely for Residential Use	
I ST	0	0.038	0.038	4	2	HWY 99			Thru	GERTRUDE ST	Solely for Residential Use	South Lane County Fire & Rescue
IMMIGRANT RD (LAR)	0	0.542	0.542	9	1	IMMIGRANT RD			Dead End		Solely for Residential Use	Pleasant Hill RFPD
IRENE ST	0	0.24	0.24	16	2	MOYER ST			Thru	FERN DR	Solely for Residential Use	Lane Fire Authority
IRISH LN	0	0.1	0.1	6	1	HARVEY RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
IZAAK WALTON RD (LAR)	0.513	0.823	0.31	8	1	IZAAK WALTON RD			Dead End		Used for Both Commercial and Residential Purposes	Lane Fire Authority
J MECHLING RD	0	0.088	0.088	9	1	GOATS RD			Dead End		Solely for Residential Use	Mohawk Valley FD
JAMES LN	0	0.22	0.22	6	1	DELAY DR			Dead End		Used for Both Commercial and Residential Purposes	Santa Clara RFPD
JEFFERSON ST	0	0.046	0.046	5	2	TERRITORIAL HWY			Thru	SPRAGUE ST	Solely for Residential Use	Lane Fire Authority
JOSEE LN	0	0.19	0.19	6	1	HUSTON RD (S)		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
JUDKINS DEDICATED ROAD	0	0.123	0.123	4	1	JUDKINS RD	Springfield		Dead End		Used for Commercial Purposes	
JUNIPER LN	0	0.38	0.38	6	1	SUTTLE RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
KEENEY ST	0	0.166	0.166	9	1	HILLS CR RD			Dead End		Solely for Residential Use	Pleasant Hill RFPD
KELLMORE RD	0	0.29	0.29	11	2	WILLOW CR RD			Thru	OAKDALE DR	Solely for Residential Use	Zumwalt RFPD
KELSIE CT	0	0.067	0.067	7	1	KELSIE WAY	Florence		Dead End		Solely for Residential Use	
KELSIE WAY	0	0.355	0.355	33	4	HECETA PARK WAY	Florence		Thru	WOOD LAKE WAY, KELS	Solely for Residential Use	
KESTREL LN	0	0.145	0.145	8	1	SKYHAWK WAY			Dead End		Solely for Residential Use	Goshen RFPD
KILLIAN LN	0	0.25	0.25	10	1	W. DEMMING RD			Dead End		Solely for Residential Use	Lane Fire Authority
KING RANCH RD	0	0.4	0.4	6	2	LITTLE FALL CR RD			Thru	CORN SILK LN	Solely for Residential Use	Lowell RFPD

NAME	BMP	EMP	LENGTH	Parcels	Roads		Dead End /		Other Connections	RoadUse	Fire Jurisdiction	
					Joined	Primary Road Joined	UGB	Culvert				Thru
KINNEY LP	0	0.55	0.55	51	1	COBURG RD	Eugene		Thru		Used for Both Commercial and Residential Purposes	
KINTZLEY AVE	0	0.21	0.21	18	1	JASPER RD	Springfield		Dead End		Solely for Residential Use	
KIWANDA ST	0	0.033	0.033	2	1	01ST AVE	Florence		Dead End		Solely for Residential Use	
KIZER CR RD	0	0.961	0.961	14	1	MOSBY CR RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
KIZER CR RD (N BRANCH)	0	0.028	0.028	2	1	KIZER CR RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
KLOUTZ RD	0	0.17	0.17	5	1	BAILEY HILL RD			Dead End		Solely for Residential Use	Bailey-Spencer RFPD
LAKE HILLS DR	0	0.21	0.21	11	1	BUTLER RD			Dead End		Solely for Residential Use	Lane Fire Authority
LAKE POINT DR	0	0.377	0.377	43	1	DUNEWOOD DR	Florence		Dead End		Solely for Residential Use	
LAKE ST	0	0.225	0.225	9	4	ERHART RD			Thru	03RD ST, SEAVIEW LN, L	Solely for Residential Use	Siuslaw Valley Fire & Rescue
LAKWOOD AVE	0	0.12	0.12	16	3	MERCER LAKE RD			Thru	PINE ST, RHODODENDR	Solely for Residential Use	Siuslaw Valley Fire & Rescue
LANES TURN RD	0.33	0.775	0.445	13	1	LANES TURN RD			Dead End		Used for Both Commercial and Residential Purposes	Coburg RFPD
LANSON LN	0	0.1	0.1	10	1	E. MAYNARD AVE	Eugene		Thru	E. HATTON AVE	Solely for Residential Use	
LAPORTE DR	0	0.4	0.4	33	1	CROW RD	Eugene		Dead End		Solely for Residential Use	
LATTA RD	0	0.19	0.19	8	1	MCKENZIE HWY			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
LATTIN LN	0	0.13	0.13	6	1	RIDGEWAY RD		Culvert	Dead End		Solely for Residential Use	Pleasant Hill RFPD
LAUREL ST	0	0.109	0.109	18	3	ADDISON AVE	Junction City		Dead End		Solely for Residential Use	
LAUREL ST	0	0.258	0.258	3	2	GRAND AVE			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
LAZY LADY LN	0	0.078	0.078	7	1	S. LOFTUS RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
LEAVITT LN	0	0.2	0.2	5	1	GOATS RD			Dead End		Solely for Residential Use	Mohawk Valley FD
LESLIE WAY	0	0.15	0.15	5	1	DEMMING RD			Dead End		Solely for Residential Use	Lane Fire Authority
LESTER AVE	0	0.04	0.04	12	1	SCENIC DR	Eugene		Dead End		Solely for Residential Use	
LEVAGE DR	0	0.235	0.235	27	2	LINDA WAY			Dead End	LINDA WAY	Solely for Residential Use	Siuslaw Valley Fire & Rescue
LIMPIT LN	0	0.595	0.595	57	6	SALTAIRE ST	Florence		Thru	RHODOWOOD DR, WOC	Solely for Residential Use	
LINDA LN	0	0.15	0.15	9	1	MT VERNON RD	Springfield		Dead End		Solely for Residential Use	
LIPINSKY LN	0	0.18	0.18	3	1	PINE GROVE RD			Dead End		Solely for Residential Use	Lane Fire Authority
LISA CT	0	0.09	0.09	5	1	MARCOLA RD		Culvert	Dead End		Solely for Residential Use	Mohawk Valley FD
LITTLE DEERHORN LN	0	0.44	0.44	11	1	DEERHORN RD			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
LOMBARD LN	0	0.07	0.07	14	2	FIR LN	Eugene		Dead End	E BRIARCLIFF LN	Solely for Residential Use	
LOOKOUT ST	0	0.04	0.04	10	1	04TH AVE	Florence		Dead End		Solely for Residential Use	
LOOKOUT ST	0.134	0.195	0.061	12	1	01ST AVE	Florence		Dead End		ID Duplicate	
LOOP LN	0	0.16	0.16	9	1	MATHEWS RD			Dead End		Solely for Residential Use	Goshen RFPD
LORETTA WAY	0	0.14	0.14	19	2	ARBOR DR	Eugene		Thru	DENNIS LN	Solely for Residential Use	
LOWRY LN	0	0.05	0.05	3	1	HWY 101			Dead End		Solely for Residential Use	Not Under Jurisdiction
LUND DR (LAR/PVT)	0.021	0.055	0.034	10	1	LUND DR (LAR/PVT)	Eugene		Dead End		Solely for Residential Use	
LURE LN	0	0.35	0.35	13	1	MT VIEW LN			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
LYNETTE LN	0	0.36	0.36	21	3	JEANS RD			Thru	SUMMER WAY, WINTER	Solely for Residential Use	Lane Fire Authority
LYNNBROOK DR	0.853	0.929	0.076	13	2	BERRYWOOD DR	Eugene		Thru	LANCASTER DR, SABRE	Solely for Residential Use	
MAC LN	0	0.51	0.51	12	1	ALVADORE RD			Dead End		Used for Both Commercial and Residential Purposes	Lane Fire Authority
MACLAY DR	0	0.29	0.29	34	2	HORN LN	Eugene		Thru	SUNNY DR	Solely for Residential Use	
MAESNER ST	0	0.045	0.045	4	1	BOBOLINK AVE	Eugene		Dead End		Solely for Residential Use	
MAHR LN	0.744	1.165	0.421	6	1	MAHR LN			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
MAPLE AVE	0	0.176	0.176	20	1	CHESTNUT ST			Dead End		Solely for Residential Use	Mapleton FD
MAPLE DR	0.168	0.182	0.014	2	1	MAPLE DR			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
MAPLE LN	0	0.175	0.175	10	1	MARCOLA RD			Dead End		Solely for Residential Use	Mohawk Valley FD
MAPLE ST	0	0.137	0.137	9	2	GLENADA RD			Thru	FISK ST, PINE ST	Solely for Residential Use	Siuslaw Valley Fire & Rescue
MARRIOTT LN	0	0.2	0.2	11	1	WHEELER RD			Dead End		Solely for Residential Use	Pleasant Hill RFPD
MARSH RD	0	0.258	0.258	7	1	WOLF CR RD			Dead End		Solely for Residential Use	Lane Fire Authority
MARTIN CR RD	1.191	1.229	0.038	3	1	MARTIN CR RD			Dead End		Provides Access to a Power Station and Residential	South Lane County Fire & Rescue
MARTIN RD (E)	0.042	0.123	0.081	0	0						Solely for Residential Use	South Lane County Fire & Rescue
MAYFAIR ST	0	0.021	0.021	4	1	HAWTHORNE AVE	Eugene		Dead End		Solely for Residential Use	
MAYFAIR ST	0.113	0.137	0.024	4	1	PARK AVE	Eugene		Dead End		Solely for Residential Use	
MCCAULEY ST	0	0.092	0.092	11	3	DEXTER ST (W)			Thru	ECHO ST (W), ROSE ST	Used for Both Commercial and Residential Purposes	Upper McKenzie RFPD

NAME	BMP	EMP	LENGTH	Parcels	Roads	Primary Road Joined	UGB	Culvert	Dead End /		RoadUse	Fire Jurisdiction
					Joined				Thru	Other Connections		
MCCLELLAND WAY	0	0.06	0.06	5	1	FISHER RD			Dead End		Solely for Residential Use	Zumwalt RFPD
MCDUGAL RD	0	0.16	0.16	12	1	PRAIRIE RD	Eugene		Dead End	HWY 99	Used for Both Commercial and Residential Purposes	
MCGOWAN VIEW LN	0	0.2	0.2	5	1	MCGOWAN CR RD			Dead End		Solely for Residential Use	Mohawk Valley FD
MCKENZIE ST (E)	0	0.07	0.07	7	1	BLUE RIVER DR			Dead End		Solely for Residential Use	Upper McKenzie RFPD
MCKENZIE ST (W)	0	0.056	0.056	4	1	BLUE RIVER DR			Dead End		Solely for Residential Use	Upper McKenzie RFPD
MCMOROTT LN	0	0.35	0.35	8	1	GIMPL HILL RD			Dead End		Solely for Residential Use	Bailey-Spencer RFPD
MEARES ST	0	0.104	0.104	12	1	04TH AVE	Florence		Dead End		Solely for Residential Use	
MEMORY LN	0	0.13	0.13	16	1	FERNDAL DR	Eugene		Dead End		Solely for Residential Use	
MERRY LN	0	0.14	0.14	17	1	RIVER RD	Eugene		Dead End		Used for Both Commercial and Residential Purposes	
MILTON LN	0	0.071	0.071	6	1	IRVING RD	Eugene		Dead End		Solely for Residential Use	
MOLITOR RANCH RD	0	0.337	0.337	6	2	MOLITOR RANCH RD			Thru	TREE TOP DR	Solely for Residential Use	South Lane County Fire & Rescue
MONTMORENCE DR	0	0.449	0.449	7	1	RIVER RD			Dead End		Solely for Residential Use	Junction City RFPD
MONYA LN	0	0.11	0.11	11	1	LINK RD	Eugene		Dead End		Used for Both Commercial and Residential Purposes	
MT VIEW LN	0	0.58	0.58	27	2	MCKENZIE HWY			Thru	LURE LN	Solely for Residential Use	McKenzie Fire & Rescue
MULKEY LN	0	0.2	0.2	6	1	FIR BUTTE RD			Dead End		Used for Both Commercial and Residential Purposes	Lane Fire Authority
MUNSEL LN	0	0.07	0.07	7	1	MUNSEL LAKE RD	Florence		Dead End		Solely for Residential Use	
MURDOCH ST	0	0.16	0.16	16	1	MARCOLA RD			Dead End		Solely for Residential Use	Mohawk Valley FD
MYOAK DR	0	0.22	0.22	28	1	RIVER RD	Eugene		Dead End		Solely for Residential Use	
MYRTLEWOOD LN	0	0.2	0.2	8	1	RIDGEWAY RD			Dead End		Solely for Residential Use	Pleasant Hill RFPD
N. 19TH ST	0	0.072	0.072	8	1	YOLANDA AVE	Springfield		Dead End		Solely for Residential Use	
N. BROOKLYN ST	0	0.038	0.038	6	1	MCKENZIE HWY	Springfield		Dead End		Solely for Residential Use	
N. CONCORD ST (LAR/PVT)	0	0.164	0.164	13	1	MCKENZIE HWY	Springfield		Dead End		Solely for Residential Use	
N. HIDEAWAY HILLS	0	0.635	0.635	13	2	HAMPTON RD			Thru	N. HIDEAWAY HILLS	Solely for Residential Use	Goshen RFPD
N. PIERCE ST	0	0.09	0.09	9	1	HOLEMAN AVE	Eugene		Dead End		Solely for Residential Use	
NADEAU ACRES RD	0	0.175	0.175	6	1	NADEAU RD		Culvert	Dead End		Solely for Residential Use	Mohawk Valley FD
NATOMA ST	0	0.02	0.02	5	1	VIRGIL AVE	Eugene		Dead End		Solely for Residential Use	
NEEDHAM RD	0	0.44	0.44	11	1	BLANTON RD		Culvert	Dead End		Solely for Residential Use	Bailey-Spencer RFPD
NEWMAN ST	0	0.266	0.266	8	1	NUGGET WAY	Springfield		Dead End		Used for Commercial Purposes	
NIBLOCK LN	0	0.089	0.089	7	2	HARVEY RD	Creswell		Dead End	NIBLOCK LN	Solely for Residential Use	
NICHOLS LN	0	0.75	0.75	17	1	LONDON RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
NORRIS RD	0	0.7	0.7	18	2	BUTLER RD			Thru	FRIDAY LN (PVT/LAR)	Solely for Residential Use	Lane Fire Authority
NUGGET WAY	0	0.48	0.48	24	3	E. 19TH AVE	Springfield		Thru	NEWMAN ST, HWY 99	Used for Commercial Purposes	
OAK DR	0	0.32	0.32	33	1	HORN LN	Eugene		Dead End		Solely for Residential Use	
OAK ST	0	0.019	0.019	4	1	COLTER ST			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
OAKLEIGH LN	0	0.143	0.143	24	1	RIVER RD	Eugene		Dead End		Used for Both Commercial and Residential Purposes	
OCEAN VIEW LN	0	0.17	0.17	10	1	VIEW RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
OLAND LN	0	0.536	0.536	11	1	HAMPTON RD			Dead End		Solely for Residential Use	Goshen RFPD
OLD CENTRAL RD	0	0.177	0.177	3	1	CENTRAL RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
ORCHARD AVE	0	0.151	0.151	18	1	CHESTNUT ST			Dead End		Solely for Residential Use	Mapleton FD
OSPREY LN	0	0.181	0.181	3	1	HILLS CR RD			Dead End		Used for Both Commercial and Residential Purposes	Pleasant Hill RFPD
PANORAMA RD	0	0.456	0.456	9	1	WALLACE CR RD			Dead End		Solely for Residential Use	Pleasant Hill RFPD
PARK TERRACE	0	0.093	0.093	12	2	SUNNYSIDE DR	Eugene		Thru	PARK AVE	Solely for Residential Use	
PARSONS CR RD	3.063	3.403	0.34	12	1	PARSONS CR RD		Culvert	Dead End		Solely for Residential Use	Mohawk Valley FD
PATTERSON DR	0	0.45	0.45	16	1	TERRITORIAL HWY			Dead End		Solely for Residential Use	Monroe RFPD
PERIWINKLE RD	0	0.27	0.27	15	1	CAMP CR RD			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
PERPETUA ST	0.032	0.068	0.036	5	1	PERPETUA ST	Florence		Dead End		Solely for Residential Use	
PIERLAND LN	0	0.35	0.35	8	1	HWY 58			Dead End		Solely for Residential Use	Pleasant Hill RFPD
PINE GROVE RD	0	0.12	0.12	5	1	PINE GROVE RD			Dead End		Solely for Residential Use	Lane Fire Authority
PINE ST	0	0.14	0.14	8	1	DORRIS St	Springfield		Dead End		Solely for Residential Use	
PINE ST	0	0.03	0.03	4	1	HORN RD			Dead End		Solely for Residential Use	Lane Fire Authority
PINE ST	0.298	0.367	0.069	5	1	FISK ST			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
PINE ST	0	0.08	0.08	12	1	LAKWOOD AVE			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
PINE ST	0	0.24	0.24	12	1	GLENADA RD		Culvert	Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
PINE ST	0	0.08	0.08	13	1	GRAND AVE			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
PIONEER RD	0	0.25	0.25	9	1	MATHEWS RD			Dead End		Solely for Residential Use	Goshen RFPD

NAME	BMP	EMP	LENGTH	Parcels	Roads		UGB	Culvert	Dead End /		RoadUse	Fire Jurisdiction
					Joined	Primary Road Joined			Thru	Other Connections		
PITCHER LN (PVT/LAR)	0.161	0.273	0.112	9	2	PITCHER LN (PVT/LAR)			Thru	PENDLETON WAY	Used for Both Commercial and Residential Purposes	South Lane County Fire & Rescue
PLACE LN	0	0.291	0.291	11	1	BUTLER RD			Dead End		Solely for Residential Use	Lane Fire Authority
PLAZA LP	0	0.224	0.224	5	1	HWY 58			Thru	S. RIDGEWAY RD	Used for Commercial Purposes	Pleasant Hill RFPD
PLEASANT VIEW STUB	0	0.749	0.749	4	1	PLEASANT VIEW DR			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
POLDER ST	0	0.13	0.13	13	1	HWY 36			Dead End		Solely for Residential Use	Swishhome-Deadwood RFPD
POND ST	0	0.127	0.127	18	1	HECETA ST	Florence		Dead End		Solely for Residential Use	
POTTER LN	0	0.15	0.15	9	1	MCKENZIE HWY			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
POWER LN	0	0.32	0.32	7	1	W. DEMMING RD			Dead End		Solely for Residential Use	Lane Fire Authority
QUEEN ST	0	0.079	0.079	7	1	MARCOLA RD			Dead End		Solely for Residential Use	Mohawk Valley FD
R563/78050	0	0.06	0.06	3	1	MERCER LAKE RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
RAILROAD ST	0	0.041	0.041	6	1	04TH ST			Dead End		Solely for Residential Use	Lane Fire Authority
RAINBOW DR	0	0.162	0.162	17	1	MCKENZIE RIVER DR			Thru		Used for Both Commercial and Residential Purposes	Upper McKenzie RFPD
REDTAIL LN	0	0.25	0.25	12	2	SKYHAWK WAY			Thru	HIDDEN MEADOWS DR	Solely for Residential Use	Goshen RFPD
REED LN	0	0.6	0.6	6	1	N. LOFTUS RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
RHODODENDRON LN	0	0.15	0.15	18	1	LAKWOOD AVE			Thru		Solely for Residential Use	Siuslaw Valley Fire & Rescue
RHODOWOOD DR	0	0.199	0.199	19	3	SALTAIRE ST	Florence		Thru	CLOUDCROFT LN (WES)	Solely for Residential Use	
RIDGE TOP DR	0.24	0.804	0.564	17	3	SKYHAWK WAY			Thru	EAGLES AERIE RD	Solely for Residential Use	Goshen RFPD
RIDGEWOOD DR	0.208	0.335	0.127	8	2	PINEWOOD TER	Eugene		Dead End	BLANTON RD	Solely for Residential Use	
RIDICULOUS RD	0	0.243	0.243	9	1	SUTTLE RD			Dead End		Used for Both Commercial and Residential Purposes	Lane Fire Authority
RIENSCHER RIDGE DR	0	0.815	0.815	10	1	SHEFFLER RD			Dead End		Solely for Residential Use	Lane Fire Authority
RIVER LP #1	2.084	2.364	0.28	11	1	RIVER LP #1			Dead End		Solely for Residential Use	Santa Clara RFPD
RIVER ST	0	0.17	0.17	4	2	BLUE RIVER DR			Thru	MCKENZIE HWY	Used for Both Commercial and Residential Purposes	Upper McKenzie RFPD
ROCKLYN AVE	0	0.08	0.08	4	1	HWY 99			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
ROME LN	0	0.04	0.04	6	1	ARBOR DR	Eugene		Dead End		Solely for Residential Use	
ROSE ST	0	0.078	0.078	11	3	BLUE RIVER DR			Thru	MCCAULEY ST, ROSE S	Solely for Residential Use	Upper McKenzie RFPD
ROSEWOOD AVE	0	0.088	0.088	12	1	DALTON DR	Eugene		Dead End		Solely for Residential Use	
ROSEWOOD AVE (W)	0	0.38	0.38	41	7	RIVER RD	Eugene		Thru	EVERGREEN DR, MANZA	Solely for Residential Use	
ROSS LN	0	0.35	0.35	19	1	MCKENZIE HWY			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
ROW RD	0	0.17	0.17	12	2	RIVER DR			Thru	HILLVIEW RD	Solely for Residential Use	South Lane County Fire & Rescue
RUSTAD LN	0	0.2	0.2	5	1	SUTTLE RD			Dead End		Solely for Residential Use	Lane Fire Authority
RUTH LN	0	0.25	0.25	7	1	OAK HILL DR			Dead End		Solely for Residential Use	Zumwalt RFPD
S. 04TH ST	0	0.074	0.074	8	2	GODDARD LN			Thru	PICKNELL ST	Solely for Residential Use	South Lane County Fire & Rescue
S. 42ND ST	0.057	0.364	0.307	10	2	JASPER ROUNDABOUT	Springfield		Thru	COLE WAY	Used for Both Commercial and Residential Purposes	
S. 43RD ST	0	0.054	0.054	9	1	JASPER RD	Springfield		Dead End		Solely for Residential Use	
S. BROOKLYN ST (LAR/PVT)	0	0.18	0.18	24	1	MCKENZIE HWY	Springfield		Dead End		Used for Both Commercial and Residential Purposes	
S. C ST	0	0.3	0.3	15	1	S. 79TH ST	Springfield		Dead End		Solely for Residential Use	
S. LOFTUS RD	0	0.501	0.501	32	5	HWY 101			Thru	DENTONS WAY, LAZY LA	Used for Both Commercial and Residential Purposes	Siuslaw Valley Fire & Rescue
S. RIDGEWAY RD.	0	0.11	0.11	6	3	HWY 58			Thru	PLAZA LP, POWELL LN	Used for Both Commercial and Residential Purposes	Pleasant Hill RFPD
SAKURA LN	0	0.18	0.18	6	1	JASPER PARK RD			Dead End		Solely for Residential Use	Pleasant Hill RFPD
SALTAIRE ST	0	0.196	0.196	27	2	RHODODENDRON DR	Florence		Thru	RHODOWOOD DR	Solely for Residential Use	
SANDERS ST	0	0.14	0.14	18	3	IRVINGTON DR	Eugene		Thru	ARGON AVE, TIPTON AV	Solely for Residential Use	
SANDRA LN	0	0.11	0.11	12	1	RIVER RD	Eugene		Dead End		Solely for Residential Use	
SANTA ROSA ST	0	0.104	0.104	13	1	HOWARD AVE	Eugene		Dead End		Solely for Residential Use	
SARVIS BERRY LN	0	0.154	0.154	6	2	SARVIS BERRY LN			Thru	SPIRIT VALLEY DR	Solely for Residential Use	Lane Fire Authority
SAVANAH LN	0	0.2	0.2	8	1	SUTTON LAKE RD		Culvert	Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
SCHOOL HOUSE ST	0	0.04	0.04	4	1	WHITMORE ST			Dead End		Solely for Residential Use	Mohawk Valley FD
SCHOOL ST	0	0.134	0.134	6	1	ALDER ST			Dead End		Solely for Residential Use	Swishhome-Deadwood RFPD
SCOTT LN	0	0.826	0.826	10	1	MOSBY CR RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
SEAVIEW LN	0	0.165	0.165	9	2	LAKE ST			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
SHAREWATER LN	0	0.7	0.7	15	1	HWY 36			Dead End		Solely for Residential Use	Lane Fire Authority
SHARKTAIL DR	0	0.329	0.329	12	1	06TH AVE	Florence		Dead End		Solely for Residential Use	
SHASTA BLVD	0.06	0.146	0.086	12	1	CENTRAL BLVD	Springfield		Dead End		Solely for Residential Use	

NAME	BMP	EMP	LENGTH	Parcels	Roads	Primary Road Joined	UGB	Culvert	Dead End /		RoadUse	Fire Jurisdiction
					Joined				Thru	Other Connections		
SHIRLEY ST	0	0.024	0.024	5	2	GREENFIELD AVE	Eugene		Thru	SHIRLEY ST	Solely for Residential Use	
SILVER CREST DR	0	0.131	0.131	9	1	SKYRIDGE DR			Dead End		Solely for Residential Use	Lane Fire Authority
SIXTH AVENUE	0	0.174	0.174	0	0						ID Not Found	
SKEETER BEE LP	0	0.114	0.114	5	1	BARBRE RD		Culvert	Dead End		Solely for Residential Use	Dexter RFPD
SKINNER LN	0	0.353	0.353	19	1	HWY 99W	Junction City		Dead End		Solely for Residential Use	
SKYHAWK WAY	0	0.798	0.798	18	4	SKYHAWK WAY			Thru	REDTAIL LN, KESTREL L	Solely for Residential Use	Goshen RFPD
SKYRIDGE DR	0	1.05	1.05	17	4	BRIGGS HILL RD			Thru	SKYRIDGE DR CUL, SILV	Solely for Residential Use	Lane Fire Authority
SMIGLEY RD	0	0.35	0.35	5	1	VAUGHN RD			Dead End		Solely for Residential Use	Lane Fire Authority
SMITH LN	0	0.06	0.06	4	1	NORATON RD			Dead End		Used for Both Commercial and Residential Purposes	Junction City RFPD
SNAUER LN	0.215	0.369	0.154	10	2	ROW RIVER RD			Thru	MOSBY CR RD	Solely for Residential Use	South Lane County Fire & Rescue
SOVERN PL	0	0.146	0.146	7	1	SOVERN LN			Dead End		Solely for Residential Use	Junction City RFPD
SPENCER HOLLOW RD (LAR)	0	0.773	0.773	16	1	SPENCER HOLLOW RD (O.P.)			Dead End		Solely for Residential Use	Eugene #1 RFPD
SPIRES LN	0	0.55	0.55	8	1	SPIRES LN (N)			Dead End		Solely for Residential Use	Lane Fire Authority
SPRAGUE ST	0	0.05	0.05	6	2	HORN RD			Thru	JEFFERSON ST	Solely for Residential Use	Lane Fire Authority
SPRING HILL LN	0	1.25	1.25	11	1	HWY 58			Dead End		Solely for Residential Use	Pleasant Hill RFPD
SPRING HILL RD (LAR)	0.52	1.07	0.55	8	1	SPRING HILL RD (PVT)			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
SPRING VALLEY LN	0	0.006	0.006	6	1	SPRING VALLEY LN			Dead End		Solely for Residential Use	Mohawk Valley FD
SPRINGBROOK LN	0	0.32	0.32	9	1	HIGH PASS RD			Dead End		Solely for Residential Use	Junction City RFPD
SPRUCE ST	0	0.09	0.09	6	1	GRAND AVE			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
STACEY-GATEWAY RD	0	0.32	0.32	10	1	JASPER PARK RD			Dead End		Solely for Residential Use	Pleasant Hill RFPD
STAR VIEW DR	0	0.273	0.273	15	1	DUNEWOOD DR	Florence		Thru	LAKE POINT DR, TERNY	Solely for Residential Use	
STARK CT	0	0.109	0.109	19	1	STARK ST	Eugene		Dead End		Solely for Residential Use	
STARK ST	0	0.138	0.138	15	3	IRVINGTON DR	Eugene		Thru	TIPTON AVE, ARGON AV	Solely for Residential Use	
STARK ST	0	0.675	0.675	70	7	IRVING RD	Eugene		Thru	BLACKFOOT AVE, STAR	Services a Church and Residential Purposes	
STEPHENS RD	0	0.17	0.17	13	1	CAMP CR RD			Dead End		Solely for Residential Use	McKenzie Fire & Rescue
STONEHENGE LN	0	0.085	0.085	4	1	RICHMOND ST			Dead End		Solely for Residential Use	Zumwalt RFPD
STROME LN	0	0.65	0.65	8	1	RIVER RD			Dead End		Used for Both Commercial and Residential Purposes	Junction City RFPD
STULTS AVE	0	0.15	0.15	17	2	RIVER RD	Eugene		Thru	STEPHENS DR, JACKIES	Solely for Residential Use	
SUMMER CR RD	0	0.8	0.8	14	1	RATTLESNAKE RD			Dead End		Solely for Residential Use	Dexter RFPD
SUMMER WAY	0	0.12	0.12	7	2	LYNETTE LN			Thru	WINTER LN	Solely for Residential Use	Lane Fire Authority
SUNNY DR	0	0.028	0.028	6	1	MACLAY DR	Eugene		Dead End		Solely for Residential Use	
SUNNY DR	0	0.21	0.21	26	1	HORN LN	Eugene		Dead End		Solely for Residential Use	
SUTHERLIN LN	0	0.57	0.57	15	2	LORANE HWY			Thru	BUCKHORN LN	Solely for Residential Use	Lane Fire Authority
SWEARINGEN RD	0	0.53	0.53	7	1	CAMP CR RD		Culvert	Dead End		Used for Both Commercial and Residential Purposes	McKenzie Fire & Rescue
SWEET LN (W)	0	0.114	0.114	6	1	BLUE SKY DR	Cottage Grove		Dead End	TELEMENA DR, DAYBRE	Solely for Residential Use	
TALBOTT LN	0	0.143	0.143	5	2	NORATON RD			Thru	PAYNE RD	Used for Both Commercial and Residential Purposes	Junction City RFPD
TALEMENA PL	0	0.1	0.1	4	1	TALEMENA DR			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
TAYLOR BUTTE RD	0	0.186	0.186	7	1	TAYLOR BUTTE RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
TAYLOR RD	0	0.059	0.059	2	1	HWY 101			Dead End		Used for Commercial Purposes	Siuslaw Valley Fire & Rescue
TERNYIK CT	0	0.069	0.069	9	1	DUNEWOOD DR	Florence		Dead End		Solely for Residential Use	
THIENES LN	0	0.107	0.107	6	2	CAMP CR RD			Thru	MCKENZIE HWY	Solely for Residential Use	McKenzie Fire & Rescue
THOMAS ST	0	0.05	0.05	6	1	PRAIRIE RD	Eugene		Dead End		Used for Commercial Purposes	
THUNDER CLOUD DR	0	0.046	0.046	3	1	BLOSSOM ST			Dead End		Solely for Residential Use	Goshen RFPD
TIERNAN RD	0.129	0.214	0.085	7	1	TIERNAN RD (N)			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
TIMBERLINE DR	0.054	0.437	0.383	28	3	GIRL SCOUT RD			Thru	CLAY DR, MARINA DR	Solely for Residential Use	Lane Fire Authority
TRANHAM LN	0	0.11	0.11	1	1	LADUKE RD			Dead End		Provides Access to Forested Area	Not Under Jurisdiction
TREE TOP DR	0	0.462	0.462	4	1	MOLITOR RANCH RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
TREEWOOD CT	0	0.073	0.073	13	2	RHODODENDRON DR	Florence		Dead End	TREEWOOD DR	Solely for Residential Use	
TURNBOW CT	0	0.56	0.56	13	1	TURNBOW LN			Dead End		Solely for Residential Use	Junction City RFPD
UMANSKI LN	0	0.1	0.1	7	1	DALLON DR			Dead End		Solely for Residential Use	Lane Fire Authority
UNKNOWN	0	0.11	0.11	4	1	HOWARD LN			Dead End		Used for Both Commercial and Residential Purposes	Junction City RFPD
UNNAMED	0	0.12	0.12	6	1	PARSONS CR RD		Culvert	Dead End		Solely for Residential Use	Mohawk Valley FD
UNNAMED ROAD	0	0.079	0.079	2	1	UNNAMED ROAD			Dead End		Solely for Residential Use	Lake Creek RFPD
UNNAMED ROAD	0	0.046	0.046	5	1	01ST ST			Dead End		Solely for Residential Use	Swishhome-Deadwood RFPD

NAME	BMP	EMP	LENGTH	Parcels	Roads	Primary Road Joined	UGB	Culvert	Dead End /		RoadUse	Fire Jurisdiction
					Joined				Thru	Other Connections		
UNNAMED ROAD	0	0.261	0.261	9	2	HWY 36			Thru	UNNAMED RD (878810)	Solely for Residential Use	Lake Creek RFPD
UPLAND ST	0.108	0.173	0.065	8	1	UPLAND ST		Culvert	Dead End		Solely for Residential Use	McKenzie Fire & Rescue
UPPER MAPLE CR RD (LAR)	3.681	3.799	0.118	2	1	MAPLE CR RD			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
US BASKETBALL ACADEMY	0	0.255	0.255	1	2	MCKENZIE HWY			Dead End		Used for Commercial Purposes	Upper McKenzie RFPD
VALLEY VIEW DR	0	0.392	0.392	16	1	VALLEY VIEW DR			Dead End		Solely for Residential Use	Lane Fire Authority
VALLEY VIEW LN	0	0.077	0.077	6	1	VALLEY VIEW LN			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
VERA LN	0	0.28	0.28	9	1	ELLMAKER RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
VICTORY DR (LAR/PVT)	0	0.63	0.63	16	1	RIVER RD			Dead End		Solely for Residential Use	Junction City RFPD
VIEW CT	0	0.03	0.03	3	0	VIEW LP			Dead End		Solely for Residential Use	Siuslaw Valley Fire & Rescue
VIEW LP	0	0.32	0.32	32	2	VIEW RD			Thru	VIEW CT	Solely for Residential Use	Siuslaw Valley Fire & Rescue
VIEW RD	0	0.28	0.28	13	4	CHAPMAN RD (S)			Thru	VIEW LP, CHAPMAN RD	Solely for Residential Use	Siuslaw Valley Fire & Rescue
VIOLA ST	0	0.085	0.085	8	2	GLENADA RD			Thru	CEDAR DR	Solely for Residential Use	Siuslaw Valley Fire & Rescue
W. 44TH AVE	0	0.04	0.04	6	1	W. 44TH AVE			Dead End		Solely for Residential Use	Eugene #1 RFPD
W. HILLCREST DR	0	0.08	0.08	11	2	RIVER RD	Eugene		Thru	MELVINA WAY	Used for Both Commercial and Residential Purposes	
WALLING ST	0	0.132	0.132	15	1	MARCOLA RD			Dead End		Solely for Residential Use	Mohawk Valley FD
WALNUT LN	0	0.152	0.152	5	1	HWY 99			Dead End		Used for Both Commercial and Residential Purposes	South Lane County Fire & Rescue
WALNUT LN	0	0.793	0.793	25	1	MELTON RD (KUNI FRONTAGE)			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
WALNUT ST	0	0.103	0.103	12	1	CHESTNUT ST			Dead End		Solely for Residential Use	Mapleton FD
WEST LN	0	0.63	0.63	7	1	HARVEY RD	Creswell		Dead End		Used for Both Commercial and Residential Purposes	
WEST POINT RD	0	0.1	0.1	5	1	COLEMAN RD			Dead End		Solely for Residential Use	Coburg RFPD
WHEATON LN	0.333	0.507	0.174	4	1	THOMS RD			Dead End		Solely for Residential Use	Lane Fire Authority
WHEATON LN	0	0.228	0.228	8	1	GREEN RIDGE DR			Dead End		Solely for Residential Use	Lane Fire Authority
WIGGINS LN	0	0.3	0.3	16	1	JEANS RD			Dead End		Solely for Residential Use	Lane Fire Authority
WILDWOOD CR RD	0	0.74	0.74	12	2	MURDOCK RD			Thru	BUSHYTAIL TRAIL	Solely for Residential Use	Eugene Fire & EMS Department
WILDWOOD RD (E)	0	0.182	0.182	10	1	WILDWOOD RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
WILLIAMS WAY	0	0.28	0.28	8	1	POODLE CR RD			Dead End		Solely for Residential Use	Lane Fire Authority
WILLIAMSON LN	0	0.23	0.23	6	1	HWY 58			Dead End		Solely for Residential Use	Dexter RFPD
WILLOW AVE	0	0.17	0.17	22	1	PARK AVE	Eugene		Dead End		Solely for Residential Use	
WILLOW LN	0	0.174	0.174	7	1	CHRISTIAN RD			Dead End		Solely for Residential Use	Lane Fire Authority
WINDJAMMER NORTH	0	0.063	0.063	6	1	WINDJAMMER WAY	Florence		Dead End		Solely for Residential Use	
WINDJAMMER SOUTH	0	0.068	0.068	8	1	WINDJAMMER WAY	Florence		Dead End		Solely for Residential Use	
WINDJAMMER WAY	0	0.134	0.134	10	3	HECETA PARK WAY	Florence		Thru	WINDJAMMER NORTH, V	Solely for Residential Use	
WINDLEAF WAY	0	0.274	0.274	31	2	HECETA BEACH RD	Florence		Thru	WINDJAMMER WAY	Solely for Residential Use	
WINDWARD PL	0	0.2	0.2	10	1	PICKENS RD		Culvert	Dead End		Solely for Residential Use	Lane Fire Authority
WINTER LN	0	0.432	0.432	17	1	SUMMER WAY			Dead End		Solely for Residential Use	Lane Fire Authority
WOOD LAKE WAY	0	0.159	0.159	13	4	HECETA BEACH RD	Florence		Thru	KELSIE WAY, WOOD LAKE	Solely for Residential Use	
WOOD LAKE WAY SOUTH	0	0.044	0.044	8	1	WOOD LAKE WAY	Florence		Dead End		Solely for Residential Use	
WOOD LAKE WAY NORTH	0	0.083	0.083	9	1	WOOD LAKE WAY	Florence		Dead End		Solely for Residential Use	
WOODMERE EAST	0	0.056	0.056	5	1	LIMPIT LN	Florence		Dead End		Solely for Residential Use	
WOODMERE WEST	0	0.128	0.128	12	1	LIMPIT LN	Florence		Thru	LIMPIT LN	Solely for Residential Use	
WOODSON LN	0	0.38	0.38	5	1	SHORTRIDGE HILL RD			Dead End		Solely for Residential Use	South Lane County Fire & Rescue
WOODSON ST	0	0.417	0.417	10	4	E. 38TH AVE (PVT/LAR)			Thru	CENTRAL BLVD, FIRLAN	Solely for Residential Use	Eugene Fire & EMS Department
XYLO ST	0	0.102	0.102	10	1	ROUTE F (HWY 126)	Florence		Dead End		Solely for Residential Use	
ZINIKER LN	0	0.1	0.1	3	2	CLOVERDALE RD	Creswell		Dead End		Used for Commercial Purposes	
ZINNIA ST	0	0.04	0.04	13	2	LOBELIA AVE	Eugene		Thru	FOXGLOVE AVE	Solely for Residential Use	
ZUMWALT LN	0	0.2	0.2	6	1	HAYES LN			Dead End		Solely for Residential Use	Junction City RFPD
ZUMWALT ST	0	0.056	0.056	4	1	CAROL AVE	Eugene		Dead End		Used for Both Commercial and Residential Purposes	



Lane County Transportation Advisory Committee (TrAC)

Tentative 12-Month Calendar & Agenda Items

<p style="text-align: center;">January 23, 2019</p> <ul style="list-style-type: none"> • Nominations / Appointments: 2019 Chair / Vice Chair LaneACT representative • LaneACT presentation from Frannie Brindle • Begin CIP project prioritization discussion • 2018 Year-End Report / 2019 Next Steps 	<p style="text-align: center;">March 27, 2019</p> <ul style="list-style-type: none"> • Compile and review list of CIP priority projects • Transportation Safety Implementation Update • Road Maintenance Update 	<p style="text-align: center;">May 22, 2019</p> <ul style="list-style-type: none"> • Refinement of CIP priority projects as needed • Local Access Roads policy discussion • Project Updates: Territorial Hwy
<p style="text-align: center;">July 24, 2019</p> <ul style="list-style-type: none"> • Refinement of CIP list • Territorial Highway Design: Public Hearing: Review and make recommendation to Board • Local Access Roads next steps 	<p style="text-align: center;">September 25, 2019</p> <ul style="list-style-type: none"> • Public Hearing: FY20-FY25 Capital Improvement Program • Local Access Roads Policy Recommendation • Traffic Calming proposal 	<p style="text-align: center;">October 2019 (Road Tour?)</p>
<p style="text-align: center;">November (Final date TBD) 2019</p> <ul style="list-style-type: none"> • Review draft of CH 15 updates 	<p style="text-align: center;">January 22, 2020</p>	<p style="text-align: center;">March 25, 2020</p>