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ORIGINAL

AGENDA COVER MEMO

DATE: August 11, 2004

TO: LANE COUNTY BOARD OF COMMISSIONERS

FROM: Bill Robinson, Lane County Surveyor

DEPARTMENT: Public Works/Land Management Division

AGENDA ITEM TITLE: IN THE MATTER OF THE ALTERATION OF A PORTION OF COBURG ROAD (MARKET ROAD NUMBER 41, COUNTY ROAD NUMBERS 403, 537, 636, 655 AND 1043) BEING LOCATED WITHIN SECTIONS 3, 4, 9, 10, 16 AND 17, TOWNSHIP 17 SOUTH, RANGE 3 WEST OF THE WILLAMETTE MERIDIAN.

I. MOTION

In the Matter of the Alteration of a Portion of Coburg Road, (Market Road No. 41, County Road Numbers 403, 537, 636, 655 and 1043) Being Located Within Sections 3, 4, 9, 10, 16 and 17, Township 17 South, Range 3 West of the Willamette Meridian.

II. ISSUE

Right of way acquisition and improvements associated with reconstruction have been completed by the Lane County Department of Public Works on a portion of Coburg Road, as it is commonly known (being portions of Market Road No. 41, County Road Numbers 403, 655 and 1043), including the intersections with County Farm Road (County Road Numbers 636 and 537) and Game Farm Road (County Road Number 1043). It is now necessary for the Lane County Board of Commissioners to decide whether the completed road project and its alignment should be legally altered.

III. DISCUSSION

A. Background

Coburg Road, as it is commonly known, being portions of County Road Numbers 403, 655 and 1043, was originally established in 1886, 1909 and 1928, respectively. Portions were designated as Market Road No. 41 in 1925. The altered portion of this road begins at the most westerly intersection of County Farm Road and runs northeasterly to a point approximately 0.2 miles northerly of Armitage Bridge. The intersections with the roads commonly known as County Farm Road (County Road Numbers 636 and 537) and Game Farm Road (County Road No. 1043) originally established in 1909, 1904, and 1928, respectively, are a part of the road project.

Portions of this section of Coburg Road are within the Urban Growth Boundary of the City of Eugene. Some portions of the road lie within the city limits, but are still maintained by Lane County.

The existing road was narrow with little or no paved shoulders making pedestrian and bicycle travel to Armitage State Park or, further north, to Coburg undesirable. This, together with the potential for increased traffic, indicated a need for improvement for the safety of the traveling public in this area.

Public Hearings were held on November 3, 1994 at the Coburg Elementary School and June 18, 1996 at the Lane County Department of Public Works on Delta Highway, regarding the proposed road improvements for the Coburg Road Projects. Upon consideration of public testimony and recommendations, decisions were made by the Lane County Board of Commissioners that the Lane County Public Works Department was to proceed with the final road design and begin right of way acquisitions.

Through adoption of Capital Improvement Programs for FY 1995/96 -1999/00 through FY 1999/00 - 2003/04 and Board Order No. 95-7-26-4, Resolution and Order No. 99-2-10-4 and No. 99-9-8-3, the Lane County Board of Commissioners authorized the Lane County Department of Public Works to prepare a right-of-way plan necessary to construct the road, pursue all necessary planning actions, acquire right-of-way and prepare plans and specifications for the improvement of this portion of Coburg Road. Under the administration of the Lane County Department of Public Works, the construction project has been completed.

B. Analysis

The Coburg Road project from the westerly intersection of County Farm Road northeasterly to approximately 0.2 miles northerly of Armitage Bridge has been completed and is open for public travel.

The final phase of the project is to complete the legal alteration of the road in accordance with ORS Chapter 368. The Order of Alteration accomplishes that action, including the acceptance of land acquired for right of way as a part of this project and vacates portions of the former right of way determined to be in excess. The centerline description of the new alignments including right of way widths is attached to the Order of Alteration as Exhibit "A".

The Lane County Public Works Department has filed road surveys numbered 37049 and 37271 with the County Surveyor, which includes road centerline and right of way monumentation in compliance with ORS Chapters 209.250 and 368.106.

C. Alternatives/Options

The Board of County Commissioners has the options to:

1. Approve the Order altering the portion of Coburg Road from County Farm Road northeasterly to approximately 0.2 miles north of Armitage Bridge, including the intersections with County Farm Road and Game Farm Road.

2. Have staff review and alter any component of the Order altering the aforementioned portion of Coburg Road.
3. Continue the motion for further consideration.

D. Recommendations

It is recommended that the Board of Commissioners approve Option number 1. This will approve the Order altering this portion of Coburg Road as proposed and supported by the Public Works Director.

E. Timing

Timing is important, as ORS 368.106 requires that the Order of Alteration and deeds, or other documents establishing an interest in real property for public road purposes, be recorded.

IV. IMPLEMENTATION/FOLLOW-UP

Upon approval by the Board of County Commissioners, the Order of Alteration and related attachments will be forwarded to the Lane County Clerk for filing and entering into the Board of Commissioners' Journal of Administration. The Order will be filed and indexed into the Road Index Books and legal County Road Files administered by the Department of Public Works and the County Surveyor.

V. ATTACHMENTS

Order with Attachments:

- Exhibit "A" - Legal Description
- Exhibit "B" - Director's Report
- Attachment "A" - Vicinity Map

Contact person: Bill Robinson, x-4198

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

File No. 4074

IN THE MATTER OF THE ALTERATION OF A PORTION)	
OF COBURG ROAD (MARKET ROAD NUMBER 41,)	ORDER
COUNTY ROAD NUMBERS 403, 537, 636, 655 AND 1043))	OF
BEING LOCATED WITHIN SECTIONS 3, 4, 9, 10, 16 AND)	ALTERATION
17, TOWNSHIP 17 SOUTH, RANGE 3 WEST OF THE)	NO.
WILLAMETTE MERIDIAN.)	

THIS MATTER now coming before the Board of County Commissioners for Lane County, Oregon, and the Board through adoption of the Capital Improvement Program for the Department of Public Works has determined that it was necessary to alter and reconstruct a portion of the road commonly known as Coburg Road, (Market Road No. 41, County Road Numbers 403, 655 and 1043), including the intersections with the roads commonly known as County Farm Road (County Road No. 636 and 537) and Game Farm Road (County Road No. 1043); and

WHEREAS, portions of the Coburg Road project lie within the Urban Growth Boundary of Eugene with some sections lying within the city limits of Eugene, but maintenance of the road, since the road is a County Road, is still in the jurisdiction of Lane County; and

WHEREAS, Public Hearings were held on November 3, 1994 at the Coburg Elementary School and June 18, 1996 at the Lane County Department of Public Works on Delta Highway, regarding the proposed road improvements to this portion of Coburg Road. Further, through adoption of the Capital Improvement Programs for FY 1995/96 - FY1999/00 through FY 1999/00 -FY 2003/04; Board Order No. 95-7-26-4, Resolution and Order No. 99-2-10-4 and No. 99-9-8-3, the Lane County Board of Commissioners, upon consideration of public testimony and recommendations, authorized the Lane County Department of Public Works to prepare a right-of-way plan necessary to construct the road, pursue all necessary planning actions, acquire right-of-way and prepare plans for the improvement of this portion of Coburg Road; and

WHEREAS, the Department of Public Works has completed the final road design and acquired all necessary right of way on and over which the project has been laid out; and

WHEREAS, the Public Works Department, in coordination with the City Council and local transportation plans, has proceeded with the construction of this portion of Coburg Road in accordance with the plans and specifications prepared and administered by the County Engineer and the Public Works Director; and

WHEREAS, it has been determined to be necessary to legally alter this portion of Coburg Road and accept the alignment including acquisitions of areas of land made as a part of this project, as county road right of way; and

WHEREAS, the Department of Public Works has filed road surveys numbered CSF 37049 and CSF 37271 with the County Surveyor for public record all in compliance with ORS chapters 209.250 and 368.106; and

WHEREAS, the Board of County Commissioners is satisfied that necessary road construction and improvements have been completed and will be of public utility and benefit; now therefore, it is hereby

ORDERED, that the deeds or portions thereof, which lie within the road right of way specified herein, presented to the said Board of County Commissioners through purchase, donation, or agreement, as herein set forth below, on the dates set after the names of the Grantors, and before the recording information in the Lane County Deed Records, are hereby accepted as County road right of way:

<u>GRANTOR'S</u>	<u>RECORDING DATE</u>	<u>LANE COUNTY DEED RECORDS</u>	<u>LANE COUNTY TAX LOT NUMBER</u> (new tax lot numbers)
Oregon Education Association	May 23, 2000	Deed Instrument No. 2000029062	17-03-16-23 1200
John T. Langan	Feb. 29, 2000	Deed Instrument No. 2000011636	17-03-16-22 300 400
Wildish Land Co.	April 10, 2000	Deed Instrument No. 2000020227	17-03-16-22 200
First Baptist Church Of Eugene, Oregon	June 20, 2000	Deed Instrument No. 2000035170	17-03-09-00 600
First Baptist Church Of Eugene, Oregon	Sept. 21, 1989	Reel 1594R RR 8942722	17-03-09-00 600
F. B. Harlow L. Gertrude Harlow	Sept. 2, 1941	Book 220, Page 436	17-03-09-30 4500 3200
Don Dean Brown, TE Deanne Marie Brown, TE Brown Living Trust	Jan. 7, 2000	Deed Instrument No. 2000000892	17-03-09-30 3200 (17-03-09-34 3400)
Ormud Malcom Jones, etal	Nov. 22, 1955	Reel 70-55D RR71192	17-03-09-30 2600 1500
Randy Lee Green Deborah L. Green	Aug. 9, 2000	Deed Instrument No. 2000-045765	17-03-09-30 1500 (17-03-09-34 2100)
David N. Reinhard Cheri Jo (Barber) Reinhard	Sept. 21, 1989	Reel 1594R RR 8942721	17-03-09-30 301 (17-03-09-31 600)
F. Austin Colcord	July 19, 1967	Reel 354R RR 91990	17-03-09-30 200 (17-03-09-31 500)
Bick & Monte, P.C. Pension And Profit Sharing Trust	Sept. 12, 1984	Reel 1314R RR 8436326	17-03-09-30 200 (17-03-09-31 500)
Bick & Monte, P.C. Pension And Profit Sharing Trust	Oct. 19, 1994	Reel 2004R RR 9474490	17-03-09-30 200 (17-03-09-31 500)

John G. Willener Eva Ione Willener	June 24, 1968	Circuit Court No. 87119	17-03-09-30	100
Eva Ione Willener	Nov. 20, 1985	Reel 1376R RR 8542134	17-03-09-30 (17-03-09-31)	100 101 800)
Michael C. Schram Charmalee R. Schram	Jan. 30, 2003	Deed Instrument 2003-008540	17-03-09-30 (17-03-09-31)	101 800)
Neil Koch	Oct 4, 1994	Reel 1999R RR 9470836	17-03-09-00 (17-03-09-24)	1200 400)
Roy D. Koch	May 22, 1991	Reel 1697R RR 9123775	17-03-09-00 (17-03-09-24)	1300 300)
Roy D. Koch	May 27, 1999	Reel 2553R RR 99047767	17-03-09-00 (17-03-09-24)	1300 300)
Roy D. Koch	Apr. 6, 2000	Deed Instrument No. 2000019527	17-03-09-00 (17-03-09-24)	1300 300)
Damaso J. Paculdo Nora R. Paculdo	Jul 31, 1985	Reel 1360R RR 8526958	17-03-09-00	400
George J. Lehmann Kathy Lehmann	Apr. 6, 2000	Deed Instrument No. 2000019529	17-03-09-00	400
George J. Lehmann Kathy Lehmann	Apr. 6, 2000	Deed Instrument No. 2000019528	17-03-09-00	400
Oscar L. Bussell Georgia A. Bussell	Mar. 11, 1959	Reel 130-59D RR 62087	17-03-09-00 (17-03-09-13)	300 100)
Violet L. Shelton Scott Chris Shelton Steve Alan Shelton Sheri Star Coddington	Mar. 3, 2000	Deed Instrument No. 2000012788	17-03-09-00 (17-03-09-13)	304 500)
Enrique Rodriguez Mary Mueller	Mar. 3, 2000	Deed Instrument No. 2000012789	17-03-09-00 (17-03-09-13)	304 500)
State of Oregon Parks and Recreation Department	June 7, 1999	Reel 2557R RR 99050906	17-03-09-00 (17-03-09-11)	200 200)
Virgil A. Jones Glenna B. Jones	Aug. 23, 1956	Reel 86 RR 92984	17-03-09-00	1700

Glenna I. Jones G. Suzanne Harper	Oct. 7, 1999	Reel 2597R RR 99085382	17-03-09-00 (17-03-09-13	1700 900)
Milton Allan Chase	Mar. 17, 2000	Deed Instrument No. 2000015450	17-03-09-00 (17-03-09-13	3302 1000)
Union Pacific Railroad Company	Apr. 5, 2000	Circuit Court Case 16-00-05022	17-03-09-00 (17-03-09-11	3300 300)
Southern Pacific Transportation Company	Jan 18, 1983	Reel 1228R RR 8301568	17-03-09-00 17-03-10-00	3200 1300
Southern Pacific Transportation Company	Jan. 18, 1983	Reel 1228R RR 8301570	17-03-09-00 17-03-10-00	3200 1300
Heather K. Martell	May 31, 1983	Reel 1247R RR 8317868	17-03-04-00	1802
Ray D. Holcomb Frances J. Holcomb	Mar. 11, 1959	Reel 130-59D RR 62088	17-03-04-00	1802 2000
Bertha Holcomb	Aug. 7, 1962	Reel 200D RR 79056	17-03-04-00	1802 2000
Kenneth Purkey Elsie Purkey	May 25, 1983	Reel 1246R RR 8317389	17-03-04-00	2000
Franklin O. Crawford Floy L. Crawford	Mar. 11, 1959	Reel 130-59D RR 62085	17-03-04-00	1700
Glenn N. Gordon Sue C. Gordon	Mar. 30, 1983	Reel 1238R RR 8310183	17-03-04-00	1700

and, it is further

ORDERED, that the portion of said county road referred to above and commonly known as Coburg Road, including the intersections with County Farm Road and Game Farm Road, be hereby altered as described in the legal description attached hereto, made a part hereof and marked Exhibit 'A' by this Order; and it is further

ORDERED, that all portions of County Roads Number 403, 537, 636, 655, 1043, Market Road No. 41, and all portions of that certain warranty deed to Lane County for public road, from Virgil K. Jones and Glenna Ball Jones, recorded August 23, 1956 on Reel 186-56D, Instrument No. 92984, Lane County Oregon Deed Records, lying between the termini specified herein above which are not included within the limits of the road herein above described, are **HEREBY DECLARED VACATED** in accordance with ORS Chapter 368.126, retaining, however, unto any and all existing public utilities the right to preserve, maintain, repair, replace, remove or reinstall any public utility that may now exist within the bounds of the portions of County Roads Number 403, 537, 636, 655, 1043, Market Road No. 41, and said warranty deed herein described by these proceedings as vacated; and it is further

ORDERED, that in support of this action, the said Board of County Commissioners does hereby adopt the report of the Director of Public Works as set forth in Exhibit "B", which is attached hereto, and made a part hereof, by this Order; and, it is further

ORDERED, that this Order be filed with the Lane County Clerk and entered into the records of the Lane County Board of Commissioners Journal of Administration and into the Road Index Books and County Road Files administered by the Lane County Department of Public Works and the Lane County Surveyor and that said Order be, and is hereby final and does operate to alter each of the said roads and to accept as County roads; County Road Number 2262, herein known as Coburg Road; County Roads No. 537 and 636, herein known as County Farm Road; and County Road No.1043, herein known as Game Farm Road.

DATED this _____ day of _____, 2004.

Chair
Lane County Board of Commissioners

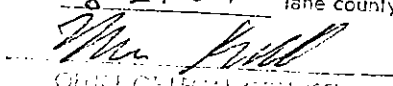
APPROVED AS TO FORM
Date 8-24-04 lane county

OFFICE OF LEGAL COUNSEL

EXHIBIT "A"

**COBURG ROAD
(MP 3.27 – MP 5.24)**

**CENTERLINE DESCRIPTION
COUNTY ROAD NO. 2262**

A strip of land variable meters in width lying on each side of the centerline of Coburg Road, in Sections 3, 4, 9, 10, 16, and 17, Township 17 South, Range 3 West of the Willamette Meridian, Lane County, Oregon, as surveyed by Lane County in 1996; the centerline and widths in meters being described as follows:

Beginning at Engineers' Centerline Station L⁴ 2+815.745 POT (Coburg Road) = L² 2+815.746 PC (Coburg Road) = R 1+172.285 PC (County Farm Road), said station being 1939.558 meters South and 59.467 meters West of the Brass Cap marking the Northeast Corner of the Thos. N. Awbrey Donation Land Claim Number 39, located in Section 8, Township 17 South, Range 3 West of the Willamette Meridian, Lane County, Oregon; run thence North 1° 09' 11" East, 6.037 meters; thence along a 290.000 meter radius curve right (the long chord of which bears North 20° 55' 11" East, 196.150 meters) a distance of 200.096 meters; thence North 40° 41' 11" East, 1217.616 meters; thence along a 580.000 meter radius curve right (the long chord of which bears North 46° 55' 11" East, 125.950 meters) a distance of 126.199 meters; thence North 53° 09' 11" East, 128.224 meters; thence along a 3680.000 meter radius curve right (the long chord of which bears North 54° 11' 00" East, 132.345 meters) a distance of 132.352 meters; thence North 55° 12' 49" East, 472.703 meters to Engineers' Centerline Station L⁴ 5+098.972 POT Bk = L⁵ 5+127.031 PC Ah; thence along a 303.717 meter radius curve left (the long chord of which bears North 37° 25' 08" East, 185.636 meters) a distance of 188.655 meters; thence North 19° 37' 27" East, 9.481 meters to Engineers' Centerline Station L⁵ 5+325.166 PC Bk = L⁴ 5+325.418 POC Ah; thence along a 1746.375 meter radius curve left (the long chord of which bears North 16° 17' 47" East, 202.757 meters) a distance of 202.871 meters; thence along a 194.042 meter radius curve left (the long chord of which bears North 15° 21' 54" West, 184.185 meters) a distance of 191.911 meters; thence North 43° 41' 54" West, 73.295 meters; thence along a 582.125 meter radius curve right (the long chord of which bears North 39° 49' 06" West, 78.781 meters) a distance of 78.841 meters to Engineers' Centerline Station L⁴ 5+872.336 PT Bk = L³ 6+478.362 POT Ah and there ending, all in Lane County, Oregon.

The widths in meters of the strip of land herein described are as follows:

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
L ² 2+815.746 PC = L ⁴ 2+815.745 POT = R 1+172.285 PC	L ⁴ 2+841.000 POC		12.192 meters tapering along a 292.196 meter radius curve right to 12.587 meters
L ⁴ 2+841.000 POC	L ⁴ 2+847.573 POC		12.587 meters tapering on a straight line to 18 meters
L ⁴ 2+847.573 POC	L ⁴ 2+863.353 POC		18 meters tapering on a straight line to 25 meters
L ⁴ 2+863.353 POC	L ⁴ 2+872.381 POC		25 meters tapering on a straight line to 13.980 meters

EXHIBIT "A"

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
L ⁴ 2+872.381 POC	L ⁴ 3+021.879 PT		13.980 meters
L ⁴ 3+021.879 PT	L ⁴ 3+045.815 POT		13.980 meters tapering on a straight line to 13.976 meters
L ⁴ 3+045.815 POT	L ⁴ 3+119.734 POT		13.976 meters tapering on a straight line to 12.744 meters
L ⁴ 3+119.734 POT	L ⁴ 3+502.442 POT		12.744 meters
L ⁴ 3+502.442 POT	L ⁴ 3+514.081 POT		12.744 meters tapering on a straight line to 26.606 meters
L ⁴ 3+514.081 POT	L ⁴ 3+530.000 POT		26.606 meters
L ⁴ 3+530.000 POT	L ⁴ 3+530.000 POT		26.606 meters tapering on a straight line to 15 meters
L ⁴ 3+530.000 POT	L ⁴ 3+541.000 POT		15 meters
L ⁴ 3+541.000 POT	L ⁴ 3+546.000 POT		15 meters tapering on a straight line to 12.744 meters
L ⁴ 3+546.000 POT	L ⁴ 3+787.203 POT		12.744 meters
L ⁴ 3+787.203 POT	L ⁴ 3+802.378 POT		12.744 meters tapering on a straight line to 31.117 meters
L ⁴ 3+802.378 POT	L ⁴ 3+814.000 POT		31.117 meters
L ⁴ 3+814.000 POT	L ⁴ 3+814.000 POT		31.117 meters tapering on a straight line to 12.744 meters
L ⁴ 3+814.000 POT	L ⁴ 4+222.921 POT		12.744 meters
L ² 2+815.746 PC = L ⁴ 2+815.745 POT = R 1+172.285 PC	L ⁴ 2+825.884 POC	12.192 meters tapering along a 1758.589 meter radius curve right to 12.192 meters	
L ⁴ 2+825.884 POC	L ⁴ 3+023.681 POT	12.192 meters	
L ⁴ 3+023.681 POT	L ⁴ 3+028.840 POT	12.192 meters tapering along a 24.384 meter radius curve left to 11.640 meters	
L ⁴ 3+028.840 POT	L ⁴ 3+323.138 POT	11.640 meters	

EXHIBIT "A"

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
L ⁴ 3+323.138 POT	L ⁴ 3+319.514 POT	11.640 meters tapering back on a straight line to 16 meters	
L ⁴ 3+319.514 POT	L ⁴ 3+920.000 POT	16 meters	
L ⁴ 3+920.000 POT	L ⁴ 4+060.000 POT	16 meters tapering on a straight line to 18 meters	
L ⁴ 4+060.000 POT	L ⁴ 4+088.570 POT	18 meters	
L ⁴ 4+088.570 POT	L ⁴ 4+090.500 POT	18 meters tapering on a straight line to 22 meters	
L ⁴ 4+090.500 POT	L ⁴ 4+095.450 POT	22 meters	
L ⁴ 4+095.450 POT	L ⁴ 4+098.648 POT	22 meters tapering on a straight line to 11.640 meters	
L ⁴ 4+098.648 POT	L ⁴ 4+222.921 POT	11.640 meters	
L ⁴ 4+222.921 POT	L ⁴ 4+236.597 POT		12.744 meters tapering on a straight line to 26.517 meters
L ⁴ 4+236.597 POT	L ⁴ 4+282.279 POC		26.517 meters tapering on a straight line to 42.826 meters
L ⁴ 4+282.279 POC	L ⁴ 4+362.900 POC		42.826 meters tapering along a 100.005 meter radius curve right to 10.782 meters
L ⁴ 4+362.900 POC	L ⁴ 4+375.817 POT		10.782 meters tapering along a 572.978 meter radius curve right to 10.644 meters
L ⁴ 4+375.817 POT	L ⁴ 4+510.000 POC		10.644 meters tapering on a straight line to 10.609 meters
L ⁴ 4+510.000 POC	L ⁴ 4+520.000 POC		10.609 meters tapering on a straight line to 15 meters
L ⁴ 4+520.000 POC	L ⁴ 4+640.000 POT		15 meters
L ⁴ 4+640.000 POT	L ⁴ 4+670.000 POT		15 meters tapering on a straight line to 18 meters
L ⁴ 4+670.000 POT	L ⁴ 4+685.000 POT		18 meters tapering on a straight line to 23 meters
L ⁴ 4+685.000 POT	L ⁴ 4+700.000 POT		23 meters

EXHIBIT "A"

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
L ⁴ 4+700.000 POT	L ⁴ 4+710.000 POT		23 meters tapering on a straight line to 12.500 meters
L ⁴ 4+710.000 POT	L ⁴ 4+740.000 POT		12.500 meters tapering on a straight line to 11 meters
L ⁴ 4+740.000 POT	L ⁴ 4+760.000 POT		11 meters tapering on a straight line to 15 meters
L ⁴ 4+760.000 POT	L ⁴ 4+820.000 POT		15 meters tapering on a straight line to 10 meters
L ⁴ 4+820.000 POT	L ⁴ 4+850.000 POT		10 meters
L ⁴ 4+850.000 POT	L ⁴ 4+870.000 POT		10 meters tapering on a straight line to 14 meters
L ⁴ 4+870.000 POT	L ⁴ 4+890.000 POT		14 meters tapering on a straight line to 25.407 meters
L ⁴ 4+222.921 POT	L ⁴ 4+239.454 POT	11.640 meters tapering on a straight line to 26.880 meters	
L ⁴ 4+239.454 POT	L ⁴ 4+276.183 POC	26.880 meters tapering on a straight line to 15.201 meters	
L ⁴ 4+276.183 POC	L ⁴ 4+291.496 POC	15.201 meters tapering on a straight line to 15.450 meters	
L ⁴ 4+291.496 POC	L ⁴ 4+300.382 POC	15.450 meters tapering on a straight line to 12 meters	
L ⁴ 4+300.382 POC	L ⁴ 4+400.000 POT	12 meters	
L ⁴ 4+400.000 POT	L ⁴ 4+420.000 POT	12 meters tapering on a straight line to 10.692 meters	
L ⁴ 4+420.000 POT	L ⁴ 4+633.502 POT	10.692 meters tapering on a straight line to 13.339 meters	
L ⁴ 4+633.502 POT	L ⁴ 4+696.504 POT	13.339 meters tapering along a 1758.567 meter radius curve right to 14.407 meters	
L ⁴ 4+696.504 POT	L ⁴ 4+720.000 POT	14.407 meters tapering on a straight line to 14.384 meters	
L ⁴ 4+720.000 POT	L ⁴ 4+730.000 POT	14.384 meters tapering on a straight line to 17 meters	

EXHIBIT "A"

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
L ⁴ 4+730.000 POT	L ⁴ 4+760.000 POT	17 meters	
L ⁴ 4+760.000 POT	L ⁴ 4+761.000 POT	17 meters tapering on a straight line to 18 meters	
L ⁴ 4+761.000 POT	L ⁴ 4+860.000 POT	18 meters	
L ⁴ 4+860.000 POT	L ⁴ 4+865.000 POT	18 meters tapering on a straight line to 27 meters	
L ⁴ 4+865.000 POT	L ⁴ 4+880.000 POT	27 meters	
L ⁴ 4+880.000 POT	L ⁴ 4+890.000 POT	27 meters tapering on a straight line to 17 meters	
L ⁴ 4+890.000 POT	L ⁴ 4+900.000 POT	17 meters tapering on a straight line to 14 meters	
L ⁴ 4+890.000 POT	L ⁴ 5+068.919 POT		25.407 meters tapering on a straight line to 25.582 meters
L ⁴ 5+068.919 POT	L ⁵ 5+133.489 POC		25.582 meters tapering along a 9.144 meter offset taper left from the centerline of a 120 foot SPRR taper (T-1) to 25.041 meters
L ⁵ 5+133.489 POC	L ⁵ 5+320.854 POT		25.041 meters tapering along a 358.530 meter radius curve left to 24.272 meters
L ⁵ 5+320.854 POT	L ⁴ 5+357.708 POC		24.272 meters tapering along a 9.144 meter offset taper left from the centerline of a 120 foot SPRR taper (T-1) to 23.559 meters
L ⁴ 5+357.708 POC	L ⁴ 5+498.679 POC		23.559 meters tapering on a straight line to 25.543 meters
L ⁴ 4+900.000 POT	L ⁴ 4+960.000 POT	14 meters	
L ⁴ 4+960.000 POT	L ⁴ 5+000.000 POT	14 meters tapering on a straight line to 18.500 meters	
L ⁴ 5+000.000 POT	L ⁴ 5+040.000 POT	18.500 meters tapering on a straight line to 17 meters	

EXHIBIT "A"

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
L ⁴ 5+040.000 POT	L ⁴ 5+050.000 POT	17 meters tapering on a straight line to 23 meters	
L ⁴ 5+050.000 POT	L ⁴ 5+057.000 POT	23 meters	
L ⁴ 5+057.000 POT	L ⁴ 5+080.000 POT	23 meters tapering on a straight line to 15 meters	
L ⁴ 5+080.000 POT	L ⁴ 5+098.972 POT Bk = L ⁵ 5+127.031 PC Ah	15 meters	
L ⁴ 5+098.972 POT Bk = L ⁵ 5+127.031 PC Ah	L ⁵ 5+190.000 POC	15 meters tapering on a straight line to 20 meters	
L ⁵ 5+190.000 POC	L ⁵ 5+210.000 POC	20 meters tapering on a straight line to 13.234 meters	
L ⁵ 5+210.000 POC	L ⁵ 5+324.148 POT	13.234 meters tapering along a 322.446 meter radius curve left to 12.403 meters	
L ⁵ 5+324.148 POT	L ⁴ 5+350.758 POC	12.403 meters tapering along a 607.224 meter radius curve left to 12.834 meters	
L ⁴ 5+350.758 POC	L ⁴ 5+514.453 POC	12.834 meters tapering on a straight line to 10.165 meters	
L ⁴ 5+498.679 POC	L ⁴ 5+486.393 POC		25.543 meters tapering back a straight line to 57.818 meters
L ⁴ 5+486.393 POC	L ⁴ 5+561.709 POC		57.818 meters tapering on a straight line to 28.256 meters
L ⁴ 5+561.709 POC	L ⁴ 5+594.113 POC		28.256 meters tapering along a 227.618 meter radius curve left to 29.437 meters
L ⁴ 5+594.113 POC	L ⁴ 5+600.300 POC		29.437 meters tapering along a 66.766 meter radius curve left to 20.680 meters
L ⁴ 5+600.300 POC	L ⁴ 5+606.286 POC		20.680 meters tapering on a straight line to 11.613 meters
L ⁴ 5+606.286 POC	L ⁴ 5+620.667 POC		11.613 meters tapering along a 209.330 meter radius curve left to 12.192 meters

EXHIBIT "A"

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
L ⁴ 5+620.667 POC	L ⁴ 5+872.336 PT Bk = L ³ 6+478.362 POT Ah		12.192 meters.
L ⁴ 5+514.453 POC	L ⁴ 5+514.453 POC	10.165 meters tapering on a straight line to 15.240 meters	
L ⁴ 5+514.453 POC	L ⁴ 5+547.361 POC	15.240 meters	
L ⁴ 5+547.361 POC	L ⁴ 5+570.221 POC	15.240 meters tapering on a straight line to 13.716 meters	
L ⁴ 5+570.221 POC	L ⁴ 5+593.081 POC	13.716 meters tapering on a straight line to 12.192 meters	
L ⁴ 5+593.081 POC	L ⁴ 5+615.657 POC	12.192 meters	
L ⁴ 5+615.657 POC	L ⁴ 5+623.659 POC	12.192 meters tapering along a 78.175 meter radius curve left to 14.773 meters	
L ⁴ 5+623.659 POC	L ⁴ 5+817.147 POC	14.773 meters tapering on a straight line to 12.192 meters	
L ⁴ 5+817.147 POC	L ⁴ 5+872.336 PT Bk = L ³ 6+478.362 POT Ah	12.192 meters tapering on a straight line to 9.144 meters.	

ALSO: A strip of land variable meters in width lying on each side of the centerline of County Farm Road, County Road No. 636 and 1043, in Section 17, Township 17 South, Range 3 West of the Willamette Meridian, Lane County, Oregon, as surveyed by Lane County in 1996; the centerline and widths in meters being described as follows:

Beginning at Engineers' Centerline Station R 1+172.285 PC (County Farm Road) = L² 2+815.746 PC (Coburg Road) = L⁴ 2+815.745 POT (Coburg Road), said station being 1939.558 meters South and 59.467 meters West of the Brass Cap marking the Northeast Corner of the Thos. N. Awbrey Donation Land Claim Number 39, located in Section 8, Township 17 South, Range 3 West of the Willamette Meridian, Lane County, Oregon; run thence along a 1746.397 meter radius curve right (the long chord of which bears North 2° 52' 42" East, 105.158 meters) a distance of 105.174 meters; thence along a 1746.321 meter radius curve left (the long chord of which bears North 3° 02' 13" East, 95.492 meters) a distance of 95.504 meters; thence North 1° 28' 13" East, 27.037 meters to Engineers' Centerline Station R 1+400.000 POT and there ending, all in Lane County, Oregon.

The widths in meters of the strip of land herein described are as follows:

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
R 1+172.285 PC = L ² 2+815.746 PC = L ⁴ 2+815.745 POT	R 1+400.000 POT	12.192 meters.	

EXHIBIT "A"

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
R 1+172.285 PC = L ² 2+815.746 PC = L ⁴ 2+815.745 POT	R 1+272.629 POC		0.000 meters
R 1+272.629 POC	R 1+371.136 POC		0.000 meters tapering along a 302.192 meter radius curve right to 50.640 meters
R 1+371.136 POC	R 1+372.493 POC		50.640 meters tapering on a straight line to 51.778 meters
R 1+372.493 POC	R 1+391.544 POT		51.778 meters tapering along a 24.384 meter radius curve right to 12.192 meters
R 1+391.544 POT	R 1+400.000 POT		12.192 meters.

ALSO: A strip of land variable meters in width lying on each side of the centerline of County Farm Road, County Road No. 537, in Section 9, Township 17 South, Range 3 West of the Willamette Meridian, Lane County, Oregon, as surveyed by Lane County in 1996; the centerline and widths in meters being described as follows:

Beginning at Engineers' Centerline Station CF 0+003.529 POT (County Farm Road) = L⁴ 4+248.598 POC (Coburg Road), said station being 820.139 meters South and 810.466 meters East of the Brass Cap marking the Northeast Corner of the Thos. N. Awbrey Donation Land Claim Number 39, located in Section 8, Township 17 South, Range 3 West of the Willamette Meridian, Lane County, Oregon; run thence North 49° 18' 49" West, 35.363 meters; thence along a 72.766 meter radius curve left (the long chord of which bears North 70° 08' 52" West, 51.760 meters) a distance of 52.918 meters; thence South 89° 01' 06" West, 17.309 meters to Engineers' Centerline Station CF 0+109.119 POT and there ending, all in Lane County, Oregon.

The widths in meters of the strip of land herein described are as follows:

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
CF 0+010.000 POT	CF 0+015.241 POT	25.676 meters	
CF 0+015.241 POT	CF 0+030.480 POT	25.676 meters tapering on a straight line to 9.144 meters	
CF 0+030.480 POT	CF 0+109.119 POT	9.144 meters.	
CF 0+010.000 POT	CF 0+012.342 POT		52.929 meters
CF 0+012.342 POT	CF 0+016.659 POT		52.929 meters tapering on a straight line to 44.212 meters

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
CF 0+016.659 POT	CF 0+017.611 POT		44.212 meters tapering on a straight line to 28.522 meters
CF 0+017.611 POT	CF 0+071.806 POC		28.522 meters tapering on a straight line to 9.144 meters
CF 0+071.806 POC	CF 0+079.023 POC		9.144 meters
CF 0+079.023 POC	CF 0+079.156 POC		9.144 meters tapering on a straight line to 10.398 meters
CF 0+079.156 POC	CF 0+091.810 PT		10.398 meters tapering on a straight line to 9.144 meters
CF 0+091.810 PT	CF 0+109.119 POT		9.144 meters

ALSO: A strip of land variable meters in width lying on each side of the centerline of Game Farm Road, County Road No. 1043, in Section 9, Township 17 South, Range 3 West of the Willamette Meridian, Lane County, Oregon, as surveyed by Lane County in 1996; the centerline and widths in meters being described as follows:

Beginning at Engineers' Centerline Station GF 0-003.529 POT (Game Farm Road) = L⁴ 4+248.598 POC (Coburg Road), said station being 820.139 meters South and 810.466 meters East of the Brass Cap marking the Northeast Corner of the Thos. N. Awbrey Donation Land Claim Number 39, located in Section 8, Township 17 South, Range 3 West of the Willamette Meridian, Lane County, Oregon; run thence South 49° 18' 49" East, 29.321 meters; thence along a 58.212 meter radius curve right (the long chord of which bears South 23° 47' 51" East, 50.152 meters) a distance of 51.849 meters; thence South 1° 43' 07" West, 50.085 meters to Engineers' Centerline Station GF 0+127.726 POT and there ending, all in Lane County, Oregon.

The widths in meters of the strip of land herein described are as follows:

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
GF 0+005.000 POT	GF 0+009.142 POT	25.676 meters	
GF 0+009.142 POT	GF 0+022.916 POT	25.676 meters tapering on a straight line to 12 meters	
GF 0+022.916 POT	GF 0+077.641 PT	12 meters	
GF 0+077.641 PT	GF 0+095.000 POT	12 meters tapering on a straight line to 9.144 meters	
GF 0+095.000 POT	GF 0+127.726 POT	9.144 meters.	

EXHIBIT "A"

<u>STATION TO STATION</u>		<u>WIDTH ON WEST'LY SIDE OF C/LINE</u>	<u>WIDTH ON EAST'LY SIDE OF C/LINE</u>
GF 0+015.000 POT	GF 0+020.017 POT		111.097 meters
GF 0+020.017 POT	GF 0+035.476 POC		111.097 meters tapering along a 100.005 meter radius curve left to 31.728 meters
GF 0+035.476 POC	GF 0+077.641 PT		31.728 meters tapering on a straight line to 9.144 meters
GF 0+077.641 PT	GF 0+127.726 POT		9.144 meters

SUBJECT TO the rights of the State of Oregon in and to that portion of the above described road lying between the mean high water marks of the McKenzie River in Sections 9 and 10, Township 17 South, Range 3 West of the Willamette Meridian.

The bearings used herein are based on a bearing of South 43° 27' 04.6" East between Lane County Brass Caps LCCM 481 and LCCM 480 set by Lane County Surveyors Office. Said bearing based on the Oregon Coordinate System, NAD 83, South Zone.

IN THE BOARD OF COUNTY COMMISSIONERS OF LANE COUNTY
STATE OF OREGON

File No. 4074

IN THE MATTER OF THE ALTERATION OF A PORTION)
OF COBURG ROAD (MARKET ROAD NUMBER 41,)
COUNTY ROAD NUMBERS 403, 537, 636, 655 AND 1043)) DIRECTOR'S
BEING LOCATED WITHIN SECTIONS 3, 4, 9, 10, 16 AND) REPORT
17, TOWNSHIP 17 SOUTH, RANGE 3 WEST OF THE)
WILLAMETTE MERIDIAN.)

Coburg Road, as it is commonly known, (being portions of County Road Numbers 403, 655 and 1043) was originally established in 1886, 1909 and 1928, respectively. Portions of the road were designated as Market Road No. 41 in 1925. The altered portion of this road begins at the most westerly intersection of County Farm Road and runs northeasterly to a point approximately 0.2 miles northerly of Armitage Bridge. The intersections with the roads commonly known as County Farm Road (County Road No. 636 and 537) and Game Farm Road (County Road No. 1043) originally established in 1909, 1904 and 1928, respectively are included as part of the road project.

Portions of this section of Coburg Road are within the Urban Growth Boundary of the City of Eugene. Some portions of the road lie within the city limits, but are still maintained by Lane County.

The existing road was narrow with little or no paved shoulders making pedestrian and bicycle travel to Armitage State Park or, further north, to Coburg undesirable. This, together with the potential for increased traffic, indicated a need for improvement for the safety of the traveling public in this area.

Public Hearings were held on November 3, 1994 at the Coburg Elementary School and June 18, 1996 at the Lane County Department of Public Works on Delta Highway, regarding the proposed road improvements for the Coburg Road Project. Upon consideration of public testimony and recommendations, decisions were made by the Board of County Commissioners that the Lane County Public Works Department was to proceed with the final road design and begin right of way acquisitions.

Through adoption of Capital Improvement Programs from FY 1995/96 - 1999/00 through FY 1999/00 - 2003/04 and Board Order No. 95-7-26-4, Resolution and Order No. 99-2-10-4 and No. 99-9-8-3, the Lane County Board of Commissioners authorized the Lane County Department of Public Works to prepare a right-of-way plan necessary to construct the road, pursue all necessary planning actions, acquire right-of-way and prepare plans and specifications for the improvement of this portion of Coburg Road.

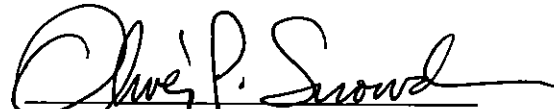
Coburg Road project construction plans were prepared and all necessary re-surveying, alignment design and mapping, additional right of way acquisition, and reconstruction has been completed. All construction of this portion of road was completed in accordance with plans and specifications administered by the Department of Public Works.

An Order of Alteration to legally alter this portion of Coburg Road has been prepared. The Order provides for acceptance of parcels of land, and portions thereof, acquired as right of way in conjunction with this project, and vacates portions of the former right of way determined to be in excess. The legal description of the new alignment including right of way widths is marked Exhibit "A" and attached to the Order.

The Department of Public Works has filed road surveys numbered CSF 37049 and CSF 37271 with the County Surveyor, which includes centerline and right of way monumentation in compliance with ORS Chapters 209.250 and 368.106.

Upon approval, the Order of Alteration will be filed with the Lane County Clerk and entered in the Board of Commissioners Journal of Administration. The Order will be filed and indexed into the Road Index Books and legal County Road Files administered by the Department of Public Works and the County Surveyor.

DATED this 20th day of August, 2004.


Oliver P. Snowden, Director
Department of Public Works

ATTACHMENT "A"

SECTIONS 3, 4, 9, 10, 16 & 17, T 17 S, R 3 W, W. M.
LANE COUNTY
No Scale

