

W.Y.F. 1

ORIGINAL

Memorandum Date: March 6, 2007

Order Date: April 4, 2007

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**TO:** Board of County Commissioners

**DEPARTMENT:** Public Works/Land Management

**PRESENTED BY:** Bill Robinson, Lane County Surveyor<sup>BR</sup>

**AGENDA ITEM TITLE:** IN THE MATTER OF THE ALTERATION OF A SEGMENT OF FOX HOLLOW ROAD (COUNTY ROAD NUMBERS 464, 479 AND 902) FROM MCBETH ROAD, SOUTHERLY AND WESTERLY APPROXIMATELY 1.51 MILES, BEING LOCATED WITHIN SECTION 35, TOWNSHIP 18 SOUTH, RANGE 4 WEST AND SECTIONS 2 AND 3, TOWNSHIP 19 SOUTH, RANGE 4 WEST OF THE WILLAMETTE MERIDIAN.

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**I. MOTION**

To approve an Order Altering a segment of Fox Hollow Road (County Road Numbers 464, 479 and 902) from McBeth Road, Southerly and Westerly approximately 1.51 miles, being located within Section 35, Township 18 South, Range 4 West and Sections 2 and 3, Township 19 South, Range 4 West of the Willamette Meridian.

**II. AGENDA ITEM SUMMARY**

Right of way acquisition and improvements associated with this road reconstruction project have been completed under the administration of the Lane County Department of Public Works on a segment of Fox Hollow Road (County Road Numbers 464, 479 and 902). It is now necessary to decide whether the completed road project and its alignment should be legally altered as provided by ORS Chapter 368.

**III. BACKGROUND/IMPLICATIONS OF ACTION**

**A. Board Action and Other History**

This portion of Fox Hollow Road (County Road Numbers 464, 479 and 902) is a rural minor collector and was originally established in 1890, 1891 and 1920 respectively. The section of the road to be altered runs from McBeth Road southerly and westerly approximately 1.51 miles. Increased population and vehicular traffic in the area indicated a need for improvement of the road for the safety of the traveling public.

A Public Hearing was held on March 19, 1987 at Twin Oaks Elementary school regarding the proposed road improvements for Fox Hollow Road. Upon consideration of public testimony and recommendations, and further, through adoption of the Capital Improvement Programs from FY 1987-88 through FY 1991-92, the Lane County Board of

Commissioners authorized the Lane County Public Works Department to proceed with the final road design and begin right of way acquisitions for this section of the Fox Hollow Road. The Department of Public Works acquired the necessary right of way and reconstructed the road several years ago, but the final order to accept the deeds and legally alter this segment of Fox Hollow was never completed.

**B. Policy Issues**

The initiation and acquisition of property and the construction of this segment of Fox Hollow (County Road No. 464, 479 and 902) was part of a five year Capital Improvement Program from FY 1987-88 through FY 1991-92. Lane County Board of Commissioners authorized the Lane County Public Works Department to proceed with the final road design and begin right of way acquisitions for this section of the Fox Hollow Road. This project appears to be consistent with Oregon Revised Statutes Chapter 368, which allows for the initiation of proceedings to acquire of property for roads, and Lane Code Chapter 15, which provides for improvement, development or redevelopment of County Roads in accordance with the Comprehensive Plan.

**C. Board Goals**

**GOALS**

**Lane County's Goals**

*Lane County Government exists to ensure the safety and well being of the people who live, work and visit our communities. That includes personal safety, security of property, preservation of infrastructure, health safety, and assisting in providing for our citizens' basic needs. One such goal is to protect the public's assets by maintaining, replacing or upgrading the County's investments in systems and capital infrastructure. (GOALS, LANE COUNTY STRATEGIC PLAN 2001-2005, Page 13)*

**D. Financial and/or Resource Considerations**

The acquisition of property and the construction of this segment of Fox Hollow (County Road No.'s 464, 479 and 902) have been completed. Therefore, no additional cost will be incurred as a result of completing the legal alteration of the roads.

**E. Analysis**

The Public Works Director's Report, attached to the Final Order as Exhibit "B", notes that the alteration and construction of Fox Hollow Road has been completed and the road 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 Final Order accomplishes that action by providing for the acceptance of land acquired for right of way as a part of this project and the vacation of the former right of way determined to be in excess. Furthermore, it gives this segment a new road number, making it compatible with other segments of Fox Hollow for possible future alterations. The centerline description of the new alignment including right of way widths is attached to the Final Order as Exhibit "A".

The Lane County Public Works Department has filed road surveys (County Survey Files 29948 to 29954) with the County Surveyor, which includes road centerline and right of way monumentation in compliance with ORS Chapters 209.250 and 368.106.

#### **F. Alternatives/Options**

The Board of County Commissioners has the options to:

1. Approve the Order of Alteration for Fox Hollow Road.
2. Have staff review and alter any component of the Order of Alteration of said segment of Fox Hollow Road, or
3. Continue the motion for further consideration.

#### **V. TIMING/IMPLEMENTATION**

Timing is not critical in the matter of this alteration. However, 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.

#### **VI. RECOMMENDATION**

It is recommended that the Board of Commissioners approve Option 1. This will approve the Order of Alteration of this segment of Fox Hollow, as proposed and supported by the Public Works Director.

#### **VII. FOLLOW-UP**

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

#### **VII. ATTACHMENTS**

Order with attachments:

- Exhibit "A" - Legal Descriptions
- 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. 4144

IN THE MATTER OF THE ALTERATION OF A SEGMENT )  
OF FOX HOLLOW ROAD (COUNTY ROAD NUMBERS 464, )  
479 AND 902) FROM MCBETH ROAD, SOUTHERLY AND )  
WESTERLY APPROXIMATELY 1.51 MILES, BEING )  
LOCATED WITHIN SECTION 35, TOWNSHIP 18 SOUTH, )  
RANGE 4 WEST AND SECTIONS 2 AND 3, TOWNSHIP 19 )  
SOUTH, RANGE 4 WEST OF THE WILLAMETTE MERIDIAN. )

FINAL ORDER  
OF ALTERATION

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 Fox Hollow Road (County Road Numbers 464, 479 & 902; and

WHEREAS, A Public Hearing was held on March 19, 1987 at the Twin Oaks Elementary School regarding the proposed road improvements and upon consideration of public testimony and recommendations, and further, through adoption of the Capital Improvement Programs from FY 1987-88 through FY 1991-92, the Lane County Board of Commissioners authorized the Public Works Department to proceed with the final road designs and begin right of way acquisitions for this portion of Fox Hollow Road; and

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

WHEREAS, the Public Works Department completed the construction of this portion of Fox Hollow Road in accordance with the plans and specifications prepared and administered by the Public Works Director; and

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

WHEREAS, the Department of Public Works has filed road surveys (County Survey Files 29948 to 29954) with the County Surveyor for public record all in compliance with ORS chapters 209.250 and 368.106;

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>LANE COUNTY GRANTOR'S</u>	<u>LANE COUNTY RECORDING DATE</u>	<u>DEED RECORDS</u>	<u>TAX LOT NUMBER</u>
Aaron Aubuchon	July 29, 1988	Reel 1526R RR 8830836	19-04-03 303
Samual Robison	July 29, 1988	Reel 1526R RR 8830837	19-04-03 303
Nancy Ashworth	Dec. 29, 1987	Reel 1493R RR 8755955	19-04-03 302
Clifford P. Lamb, Jr. Kathrin Lamb	Mar. 30, 1988	Reel 1506R RR8812510	19-04-03 300
Lane County Electric Co-op	Jan 06, 2003	2003-001334 (Reel 1494R RR 8800249)	19-04-03 200
James M. Thornburg Ri Thi Thornburg	Mar. 15, 1988	Reel 1504R RR 8810350	19-04-03 304
Hilda Yee Young	Oct. 18, 1988	Reel 1540R RR 8843755	19-04-03 301
Kevin R. Kayl Robert J. Kayl Dorothy Ann Kayl Jeffrey J. Kayl	April 26, 1988	Reel 1510R RR 8816179	19-04-03 100
Lynn Bowers, aka Lynn Ellen Siegel	Jan. 19, 1988	Reel 1497R RR 8802189	19-04-03 101
Robert J. Kayl Dorothy Ann Kayl	Mar. 30, 1988	Reel 1506R RR 8812512	19-04-03 103
Charles B. Kimmel Reida Kimmel	Mar. 14, 1988	Reel 1504R RR 8810246	19-04-03 102
Phillip N. Shelley Lois V. Shelley	Feb. 17, 1988	Reel 1501R RR 8806886	19-04-02 301
Richard O. Cundiff	Jan 06, 2003	2003-001335 (Reel 1491R RR 8754519)	19-04-02 501
Edward J. King Carol E. King	May 27, 1988	Reel 1515R RR 8820890	19-04-02 300 18-04-35 908
Bertha Toll	July 18, 1988	Reel 1524R RR 8828645	19-04-02 500
Terry L. Toll	Mar. 14, 1988	Reel 1504R RR 8810245	19-04-02 700

Michael W. Sanders Ila E. Sanders	June 2, 1988	Reel 1516R RR 8821722	19-04-02	702
Howard Curtis Widoff Mary Elizabeth Widoff	May 2, 1988	Reel 1511R RR 8816947	19-04-02	703
Edgar C. Bigornia Fatima R. Bigornia	June 17, 1988	Reel 1519R RR 8824210	19-04-02	200
Richard B. Eger Patricia A. Eger	June 17, 1988	Reel 1519R RR 8824211	19-04-02	200
Walter Herbert McBeth et ux Also, Nicholas S. Toll, et ux	Jan 07, 1939  Jan 21, 1939	Book 195 Page 636  Book 198 Page 262		

and, it is further

**ORDERED**, that the portion of said county road referred to above and commonly known as Fox Hollow 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 Road Numbers 464, 479 & 902 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 segment of County Road Number 464, 479 & 902 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 and accept said segment of Fox Hollow Road as a public highway, and as a county road, herein known as Fox Hollow Road, County Road Number 2000.

**DATED** this \_\_\_\_\_ day of \_\_\_\_\_, 2007

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

APPROVED AS TO FORM

Date 3-22-07 lane county

\_\_\_\_\_  
OFFICE OF LEGAL COUNSEL

**FOX HOLLOW ROAD  
CENTERLINE DESCRIPTION**

A strip of land variable feet in width lying on each side of the centerline of Fox Hollow Road in Section 35, Township 18 South, Range 4 West, and in Sections 2 and 3, Township 19 South, Range 4 West of the Willamette Meridian, Lane County, Oregon, as resurveyed by Lane County in 1987; the centerline and widths in feet being described as follows:

Beginning at Engineers' Centerline Station L 150+76.55 POT, said station being 495.53 feet South and 2,610.62 feet West of the 2" Iron Pipe, with a brass cap marking the Northeast corner of Section 3, Township 19 South, Range 4 West, Willamette Meridian, Lane County, Oregon; run thence South 82°44'57" East, 444.50 feet; thence along a 5,729.58 foot radius curve left (the long chord of which bears South 83°54'23" East, 231.43 feet) a distance of 231.44 feet; thence South 85°03'49" East, 119.81 feet; thence along a 477.46 foot radius curve right (the long chord of which bears South 78°13'23" East, 113.74 feet) a distance of 114.01 feet; thence South 71°22'57" East, 610.73 feet to Engineers' Centerline Station L 165+97.04 POST Bk = L<sup>2</sup> 165+97.04 PC Ahd; thence along a 358.10 foot radius curve left (the long chord of which bears South 89°37'43" East, 224.24 feet) a distance of 228.07 feet; thence North 72°07'32" East, 82.91 feet; thence along a 409.26 foot radius curve right (the long chord of which bears South 89°29'31" East, 258.13 feet) a distance of 262.61 feet; thence South 71°06'33" East, 284.51 feet; thence along a 358.10 foot radius curve right (the long chord of which bears South 58°08'56" East, 160.63 feet) a distance of 162.01 feet to Engineers' Centerline Station L<sup>2</sup> 176+17.15 PT Bk = L 176+19.75 POT Ahd; thence South 45°11'18" East, 173.39 feet; thence along a 716.20 foot radius curve left (the long chord of which bears South 56°18'30" East, 276.26 feet) a distance of 278.00 feet; thence South 67°25'41" East, 566.20 feet; thence along a 477.46 foot radius curve right (the long chord of which bears South 54°46'57" East, 209.05 feet) a distance of 210.76 feet; thence South 42°08'12" East, 783.11 feet; thence along a 194.22 foot radius curve left (the long chord of which bears South 87°05'15" East, 274.43 feet) a distance of 304.75 feet; thence along a 194.22 foot radius curve left (the long chord of which bears North 3°00'41" East, 274.43 feet) a distance of 304.75 feet; thence North 41°56'22" West, 76.07 feet; thence along a 190.99 foot radius curve right (the long chord of which bears North 15°48'19" West, 168.25 feet) a distance of 174.23 feet; thence North 10°19'44" East, 329.25 feet to Engineers' Centerline Station L 208+20.26 POT Bk = L<sup>2</sup> 208+20.26 PC Ahd; thence along a 238.73 foot radius curve right (the long chord of which bears North 39°02'47" East, 229.42 feet) a distance of 239.31 feet; thence North 67°45'50" East, 61.20 feet; thence along a 358.10 foot radius curve right (the long chord of which bears North 79°47'32" East, 149.25 feet) a distance of 150.35 feet to Engineers' Centerline Station L<sup>2</sup> 212+71.12 PT Bk = L 212+75.11 POT Ahd; thence South 88°10'47" East, 82.08 feet; thence along a 286.48 foot radius curve left (the long chord of which bears North 75°42'26" East, 159.02 feet) a distance of 161.13 feet; thence North 59°35' 39" East, 193.76 feet to Engineers' Centerline Station L 217+12.08 POT Bk = L<sup>2</sup> 217+12.08 PC Ahd; thence along a 260.44 foot radius curve left (the long chord of which bears North 30°40'57" East, 251.83 feet) a distance of 262.83 feet; thence North 1°46'14" East, 42.05 feet; thence along a 286.48 foot radius curve left (the long chord of which bears North 11° 40' 21" West, 133.20 feet) a distance of 134.43 feet; thence North 25°06'56" West, 104.43 feet; thence along a 286.48 foot radius curve right (the long chord of which bears North 3°32'44" West, 210.64 feet) a distance of 215.70 feet; thence North 18°01'29" East, 299.69 feet; thence along a 358.10 foot radius curve right (the long chord of which bears North 30°28'14" East, 154.35 feet) a distance of 155.57 feet; thence North 42°54'58" East, 96.80 feet; thence along a 286.48 foot radius curve left (the long chord of which bears North 24°17'40" East, 182.96 feet) a distance of 186.22 feet; thence North 5°40'22" East, 291.33 feet to Engineers' Centerline Station L 234+92.72 POT and there ending, all in Lane County, Oregon.

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

<u>STATION TO STATION</u>		<u>WIDTH ON NORTH'LY SIDE OF C/LINE</u>	<u>WIDTH ON SOUTH'LY SIDE OF C/LINE</u>
L 154+50.00 POT	L 155+21.05 PC	19.97 ft tapering on a straight line to 30 ft	
L 155+21.05 PC	L 157+00.00 POC	30 ft	
L 157+00.00 POC	L 157+52.49 PT	30 ft tapering on a straight line to 35 ft	
L 157+52.49 PT	L 158+00.00 POT	35 ft tapering on a straight line to 55 ft	
L 158+00.00 POT	L 158+72.30 PC	55 ft tapering on a straight line to 45 ft	
L 158+72.30 PC	L 159+86.31 PT	45 ft tapering on a straight line to 40 ft	
L 159+86.31 PT	L 165+00.00 POT	40 ft tapering on a straight line to 35 ft	
L 165+00.00 POT	L <sup>2</sup> 166+50.00 POC	35 ft tapering on a straight line to 45 ft	
L <sup>2</sup> 166+50.00 POC	L <sup>2</sup> 167+00.00 POC	45 ft tapering on a straight line to 30 ft	
L <sup>2</sup> 167+00.00 POC	L <sup>2</sup> 169+08.02 PC	30 ft	
L 154+50.00 POT	L 155+21.05 PC		20.03 ft tapering on a straight line to 25 ft
L 155+21.05 PC	L 156+00.00 POC		25 ft
L 156+00.00 POC	L 157+52.49 PT		25 ft tapering on a straight line to 35 ft
L 157+52.49 PT	L 158+72.30 PC		35 ft tapering on a straight line to 30 ft



<u>STATION TO STATION</u>		<u>WIDTH ON NORTH'LY SIDE OF C/LINE</u>	<u>WIDTH ON SOUTH'LY SIDE OF C/LINE</u>
L 158+72.30 PC	L 163+00.00 POT		30 ft
L 163+00.00 POT	L 164+50.00 POT		30 ft tapering on a straight line to 55 ft
L 164+50.00 POT	L 165+97.04 POST Bk = L <sup>2</sup> 165+97.04 PC Ah		55 ft tapering on a straight line to 30 ft
L 165+97.04 POST Bk = L <sup>2</sup> 165+97.04 PC Ah	L <sup>2</sup> 167+50.00 POC		30 ft tapering on a straight line to 40 ft
L <sup>2</sup> 167+50.00 POC	L <sup>2</sup> 168+50.00 POT		40 ft tapering on a straight line to 30 ft
L <sup>2</sup> 168+50.00 POT	L <sup>2</sup> 170+00.00 POC		30 ft tapering on a straight line to 55 ft
L <sup>2</sup> 170+00.00 POC	L <sup>2</sup> 171+70.63 PT		55 ft
L <sup>2</sup> 171+70.63 PT	L <sup>2</sup> 173+00.00 POT		55 ft tapering on a straight line to 30 ft
L <sup>2</sup> 173+00.00 POT	L 180+00.00 POC		30 ft
L <sup>2</sup> 169+08.02 PC	L <sup>2</sup> 169+50.00 POC	30 ft tapering on a straight line to 40 ft	
L <sup>2</sup> 169+50.00 POC	L <sup>2</sup> 171+00.00 POC	40 ft tapering on a straight line to 40 ft	
L <sup>2</sup> 171+00.00 POC	L <sup>2</sup> 172+50.00 POT	40 ft tapering on a straight line to 50 ft	
L <sup>2</sup> 172+50.00 POT	L <sup>2</sup> 174+55.14 PC	50 ft tapering on a straight line to 40 ft	
L <sup>2</sup> 174+55.14 PC	L <sup>2</sup> 176+17.15 PT Bk = L 176+19.75 POT Ah	40 ft	
L <sup>2</sup> 176+17.15 PT Bk = L 176+19.75 POT Ah	L 176+50.00 POT	40 ft tapering on a straight line to 50 ft	
L 176+50.00 POT	L 177+50.00 POT	50 ft	

<u>STATION TO STATION</u>		<u>WIDTH ON NORTH'LY SIDE OF C/LINE</u>	<u>WIDTH ON SOUTH'LY SIDE OF C/LINE</u>
L 177+50.00 POT	L 177+93.14 PC	50 ft tapering on a straight line to 40 ft	
L 177+93.14 PC	L 178+50.00 POC	40 ft tapering on a straight line to 30 ft	
L 180+00.00 POC	L 180+71.14 PT		30 ft tapering on a straight line to 35 ft
L 180+71.14 PT	L 181+50.00 POT		35 ft tapering on a straight line to 45 ft
L 181+50.00 POT	L 186+37.34 PC		45 ft
L 186+37.34 PC	L 188+48.10 PT		45 ft tapering on a straight line to 45 ft
L 188+48.10 PT	L 190+00.00 POT		45 ft
L 190+00.00 POT	L 191+00.00 POT		45 ft tapering on a straight line to 30 ft
L 191+00.00 POT	L 196+31.21 PC		30 ft
L 196+31.21 PC	L 197+00.00 POC		30 ft tapering on a straight line to 40 ft
L 197+00.00 POC	L 202+00.00 POC		40 ft
L 202+00.00 POC	L 202+40.71 PT		40 ft tapering on a straight line to 65 ft
L 202+40.71 PT	L 204+00.00 POC		65 ft
L 204+00.00 POC	L 204+91.01 PT		65 ft tapering on a straight line to 80 ft
L 204+91.01 PT	L 206+00.00 POT		80 ft
L 206+00.00 POT	L 206+50.00 POT		80 ft tapering on a straight line to 100 ft
L 206+50.00 POT	L 207+50.00 POT		100 ft tapering on a straight line to 65 ft
L 207+50.00 POT	L 208+20.26 POT Bk = L <sup>2</sup> 208+20.26 PC Ah		65 ft

<u>STATION TO STATION</u>		<u>WIDTH ON NORTH'LY SIDE OF C/LINE</u>	<u>WIDTH ON SOUTH'LY SIDE OF C/LINE</u>
L 208+20.26 POT Bk = L <sup>2</sup> 208+20.26 PC Ah	L <sup>2</sup> 210+59.57 PT		65 ft tapering on a straight line to 65 ft
L <sup>2</sup> 210+59.57 PT	L <sup>2</sup> 211+20.77 PC		65 ft tapering on a straight line to 55 ft
L <sup>2</sup> 211+20.77 PC	L <sup>2</sup> 212+71.12 PT Bk = L 212+75.11 POT Ah		55 ft tapering on a straight line to 35 ft
L 178+50.00 POC	L 196+00.00 POT	30 ft	
L 196+00.00 POT	L 196+31.21 PC	30 ft tapering on a straight line to 35 ft	
L 196+31.21 PC	L 197+00.00 POC	35 ft tapering on a straight line to 35 ft	
L 197+00.00 POC	L 197+50.00 POC	35 ft tapering on a straight line to 30 ft	
L 197+50.00 POC	L 200+00.00 POC	30 ft	
L 200+00.00 POC	L 202+40.71 PT	30 ft tapering on a straight line to 40 ft	
L 202+40.71 PT	L 203+16.78 PC	40 ft tapering on a straight line to 30 ft	
L 203+16.78 PC	L <sup>2</sup> 212+71.12 PT Bk = L 212+75.11 POT Ah	30 ft	
L <sup>2</sup> 212+71.12 PT Bk = L 212+75.11 POT Ah	L 213+57.19 PC	30 ft tapering on a straight line to 40 ft	
L 213+57.19 PC	L 216+50.00 POT	40 ft	
L 216+50.00 POT	L 217+12.08 POT Bk = L <sup>2</sup> 217+12.08 PC Ah	40 ft tapering on a straight line to 35 ft	
L 217+12.08 POT Bk = L <sup>2</sup> 217+12.08 PC Ah	L <sup>2</sup> 219+74.91 PT	35 ft	
L <sup>2</sup> 219+74.91 PT	L <sup>2</sup> 220+16.96 PC	35 ft tapering on a straight line to 30 ft	

<u>STATION TO STATION</u>		<u>WIDTH ON NORTH'LY SIDE OF C/LINE</u>	<u>WIDTH ON SOUTH'LY SIDE OF C/LINE</u>
L <sup>2</sup> 220+16.96 PC	L <sup>2</sup> 221+51.39 PT Bk = L 221+42.98 POT Ah	30 ft	
L <sup>2</sup> 221+51.39 PT Bk = L 221+42.98 POT Ah	L 222+47.41 PC	30 ft tapering on a straight line to 40 ft	
L 222+47.41 PC	L 224+00.00 POC	40 ft	
L <sup>2</sup> 212+71.12 PT Bk = L 212+75.11 POT Ah	L <sup>2</sup> 218+50.00 POC		35 ft
L <sup>2</sup> 218+50.00 POC	L <sup>2</sup> 219+50.00 POC		35 ft tapering on a straight line to 55 ft
L <sup>2</sup> 219+50.00 POC	L <sup>2</sup> 219+74.91 PT		55 ft tapering on a straight line to 50 ft
L <sup>2</sup> 219+74.91 PT	L <sup>2</sup> 220+16.96 PC		50 ft tapering on a straight line to 45 ft
L <sup>2</sup> 220+16.96 PC	L <sup>2</sup> 220+50.00 POC		45 ft tapering on a straight line to 35 ft
L <sup>2</sup> 220+50.00 POC	L <sup>2</sup> 221+51.39 PT Bk = L 221+42.98 POT Ah		35 ft
L <sup>2</sup> 221+51.39 PT Bk = L 221+42.98 POT Ah	L 222+47.41 PC		35 ft tapering on a straight line to 30 ft
L 222+47.41 PC	L 227+62.80 PC		30 ft
L 227+62.80 PC	L 229+18.37 PT		30 ft tapering on a straight line to 50 ft
L 229+18.37 PT	L 230+15.17 PC		50 ft tapering on a straight line to 30 ft
L 230+15.17 PC	L 233+50.00 POT		30 ft.
L 224+00.00 POC	L 224+63.11 PT	40 ft tapering on a straight line to 45 ft	
L 224+63.11 PT	L 229+18.37 PT	45 ft	
L 229+18.37 PT	L 230+15.17 PC	45 ft tapering on a straight line to 40 ft	

<u>STATION TO STATION</u>		<u>WIDTH ON NORTH'LY SIDE OF C/LINE</u>	<u>WIDTH ON SOUTH'LY SIDE OF C/LINE</u>
L 230+15.17 PC	L 232+01.39 PT	40 ft	
L 232+01.39 PT	L 233+00.00 POT	40 ft tapering on a straight line to 45 ft	
L 233+00.00 POT	L 233+50.00 POT	45 ft tapering on a straight line to 30 ft.	

The bearings used herein are based upon True Bearings.

**EXHIBIT "B"**

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

**File No. 4144**

**IN THE MATTER OF THE ALTERATION OF A SEGMENT )  
OF FOX HOLLOW ROAD (COUNTY ROAD NUMBERS 464, )  
479 AND 902) FROM MCBETH ROAD, SOUTHERLY AND )  
WESTERLY APPROXIMATELY 1.51 MILES, BEING ) DIRECTOR'S REPORT  
LOCATED WITHIN SECTION 35, TOWNSHIP 18 SOUTH, )  
RANGE 4 WEST AND SECTIONS 2 AND 3, TOWNSHIP 19 )  
SOUTH, RANGE 4 WEST OF THE WILLAMETTE MERIDIAN. )**

This segment of Fox Hollow Road (County Road Number 464, 479 and 902) is a rural minor collector and was originally established in 1890, 1891 and 1920 respectively. The section of the road to be altered runs from McBeth Road southerly and westerly approximately 1.51 miles. Increased population and vehicular traffic in this area indicated a need for improvement of the road for the safety of the traveling public.

A Public Hearing was held on March 19, 1987 at Twin Oaks Elementary School regarding the proposed road improvements for Fox Hollow Road. Upon consideration of public testimony and recommendations, and further through adoption of the Capital Improvement Programs from FY 1987-88 through FY 1991-92, the Lane County Board of Commissioners authorized the Lane County Public Works Department to proceed with the final road design and begin right of way acquisitions for this section of Fox Hollow Road.

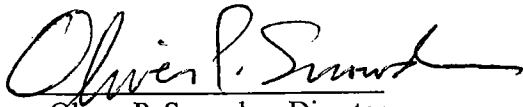
The Fox Hollow Road project construction plans were prepared and all necessary re-surveying, alignment design and mapping, additional right of way acquisition and reconstruction has been completed. All construction of this segment of road was completed in accordance with plans and specifications administered by the Department of Public Works and the road is open for public travel.

A Final Order to legally alter Fox Hollow Road has been prepared. The Final Order of Alteration provides for acceptance of parcels of land, and a portion 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 and a new road number, making it compatible with possible future alterations. The legal description of the new alignment including right of way widths is marked Exhibit "A" and attached to the Final Order.

The Department of Public Works has filed road surveys (County Survey Files 29948 to 29954) 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 Final Order will be filed with the Lane County Clerk and entered in the Board of Commissioners Journal of Administration. The Final Order and road surveys will be entered into the Road Index Books and legal County Road Files administered by the Department of Public Works and the County Surveyor.

DATED this 21<sup>st</sup> day of March, 2007.

  
Oliver P. Snowden, Director  
Department of Public Works

ATTACHMENT "A"

FOX HOLLOW ROAD  
(COUNTY ROAD NUMBERS 464, 479 AND 902)  
PROPOSED ALTERATION  
SECTION 35, TOWNSHIP 18 SOUTH, RANGE 4 WEST &  
SECTIONS 2 & 3, TOWNSHIP 19, RANGE 4 WEST, W.M.



NOT TO SCALE

