

BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

ORDER NO. 02-159

Authorizing Legalization of Butler Road from the Southerly Southeast Corner of the Benjamin Thomas DLC No. 72 (Road Angle 46 of County Road No. 588 - Intersection with SW Binford Way), Easterly Approximately 1.5 Miles to SE Regner Road as County Road No. 5018

The Multnomah County Board of Commissioners Finds:

- a. Butler Road was established as a County Road in 1893 and maintenance and improvements have changed its location over the years.
- b. The above described portion of Butler Road is a road that has been traveled and used by the public for more than 10 years in a location that does not conform to the location of the road as described in the County Records.
- c. In June 2000, the Board initiated proceedings for legalizing Butler Road in its traveled location and directed the County Surveyor to conduct a survey of the road.
- d. The County Surveyor completed the survey of the road. The County Engineer filed a written report recommending legalization of the portion of Butler Road.
- e. By Resolution 02-139 adopted on November 7, 2002, the Board set a public hearing on December 19, 2002, to consider legalization of the portion of Butler Road.
- f. The County Surveyor provided notice of the hearing to interested parties and by posting in a manner consistent with ORS 368.401 – 368.426. No objections to the proposal or other information have been filed with the County Surveyor.
- g. The Board has determined that legalization of said portion of Butler Road is in the public interest.

The Multnomah County Board of Commissioners Orders:

1. That portion of Butler Road from the Southerly Southeast corner of the Benjamin Thomas DLC No. 72 (road angle 46 of County Road No. 588 - Intersection with Binford Way), Easterly approximately 1.5 Miles to SE Regner Road, as more particularly described in the attached Exhibit "A" and as shown on Survey No. 58363, Multnomah County Survey Records, is legalized as County Road No. 5018 in accordance with ORS 368.201 through ORS 368.221.
2. This Order Legalizing Butler Road is to be recorded as provided under ORS368.216 (2) and ORS 368.106.

ADOPTED this 19th day of December, 2002.



BOARD OF COUNTY COMMISSIONERS
FOR MULTNOMAH COUNTY, OREGON

Diane M. Linn, Chair

REVIEWED:

THOMAS SPONSLER, COUNTY ATTORNEY
FOR MULTNOMAH COUNTY, OREGON

By 
Matthew O. Ryan, Assistant County Attorney

EXHIBIT A

BUTLER ROAD No. 5018

A strip of land in the Northeast one-quarter of Section 20, the North one-half of Section 21, and the Northwest one-quarter of Section 22, Township 1 South, Range 3 East, Willamette Meridian, Multnomah County, Oregon, said strip of land running from the Southerly Southeast corner of the Benjamin Thomas DLC No. 72 (road angle 46 of County Road No. 588 - Intersection with SW Binford Way), Easterly to SE Regner Road, the centerline of said strip being described as follows:

Beginning at Engineer's Station 0+00, said station being a 4" brass disc in a 6" X 6" concrete post marking the Southerly Southeast corner of the Benjamin Thomas DLC No. 72 in the Northeast one-quarter of said Section 20;

Thence S00°44'33"W, a distance of 696.66 feet to Engineer's Station 6+96.66;

Thence N88°01'23"E, a distance of 878.17 feet to Engineer's Station 15+74.83;

Thence N89°09'19"E, a distance of 396.94 feet to Engineer's Station 19+71.77, from which a 4" brass disc in a 6" X 6" concrete post marking the East one-quarter corner of said Section 20 bears S03°09'33"E, a distance of 736.96 feet, also from said Engineer's Station 19+71.77, a 3/8" iron rod in a 3/4" iron pipe at point of beginning of Rodlun County Road No. 1089 bears N66°21'14"E, a distance of 21.52 feet;

Thence N32°15'14"E, a distance of 140.70 feet to Engineer's Station 21+12.47 PC;

Thence on a curve to the right, having a radius of 245.00 feet, through a central angle of 63°18'56" (long chord of which bears N63°54'42"E, a distance of 257.17 feet), an arc distance of 270.74 feet to Engineer's Station 23+83.21 PT;

Thence S84°25'49"E, a distance of 847.90 feet to Engineer's Station 32+31.11 PC;

Thence on a curve to the right, having a radius of 800.00 feet, through a central angle of 10°55'27" (long chord of which bears S78°58'06"E, a distance of 152.30 feet), an arc distance of 152.53 feet to Engineer's Station 33+83.64 PT;

Thence S73°30'23"E, a distance of 232.23 feet to Engineer's Station 36+15.87 PC;

Thence on a curve to the left, having a radius of 700.00 feet, through a central angle of 12°31'25" (long chord of which bears S79°46'06"E, a distance of 152.70 feet), an arc distance of 153.01 feet to Engineer's Station 37+68.88 PRC;

Thence on a curve to the right, having a radius of 785.00 feet, through a central angle of 6°08'09" (long chord of which bears S82°57'44"E, a distance of 84.03 feet), an arc distance of 84.07 feet to Engineer's Station 38+52.95 PT;

Thence S79°53'40"E, a distance of 133.52 feet to Engineer's Station 39+86.47 PC;

Thence on a curve to the left, having a radius of 750.00 feet, through a central angle of 28°33'53" (long chord of which bears N85°49'24"E, a distance of 370.05 feet), an arc distance of 373.91 feet to Engineer's Station 43+60.38 PT;

Thence N71°32'27"E, a distance of 51.44 feet to Engineer's Station 44+11.82 PC;

Thence on a curve to the right, having a radius of 692.00 feet, through a central angle of 9°30'15" (long chord of which bears N76°17'35"E, a distance of 114.66 feet), an arc distance of 114.79 feet to Engineer's Station 45+26.61 PT;

Thence N81°02'42"E, a distance of 138.57 feet to Engineer's Station 46+65.18 PC;

Thence on a curve to the left, having a radius of 900.00 feet, through a central angle of 17°44'55" (long chord of which bears N72°10'15"E, a distance of 277.68 feet), an arc distance of 278.79 feet to Engineer's Station 49+43.97 PT;

Thence N63°17'48"E, a distance of 57.53 feet to Engineer's Station 50+01.50 PC;

Thence on a curve to the left, having a radius of 2840.00 feet, through a central angle of 2°36'31" (long chord of which bears N61°59'32"E, a distance of 129.29 feet), an arc distance of 129.30 feet to Engineer's Station 51+30.80 PT;

Thence N60°41'17"E, a distance of 141.95 feet to Engineer's Station 52+72.75 PC;

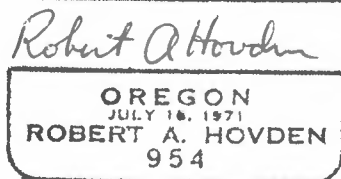
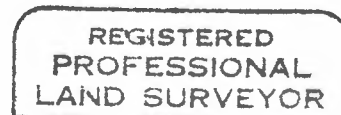
Thence on a curve to the right, having a radius of 675.00 feet, through a central angle of 20°06'32" (long chord of which bears N70°44'33"E, a distance of 235.69 feet), an arc distance of 236.90 feet to Engineer's Station 55+09.65 PT;

Thence N80°47'49"E, a distance of 289.70 feet to Engineer's Station 57+99.35 PC;
 Thence on a curve to the right, having a radius of 425.00 feet, through a central angle of 17°29'18" (long chord of which bears N89°32'28"E, a distance of 129.22 feet), an arc distance of 129.72 feet to Engineer's Station 59+29.07 PCC;
 Thence on a curve to the right, having a radius of 375.00 feet, through a central angle of 25°33'07" (long chord of which bears S68°46'20"E, a distance of 165.85 feet), an arc distance of 167.24 feet to Engineer's Station 60+96.31 PT;
 Thence S56°09'47"E, a distance of 75.57 feet to Engineer's Station 61+71.88 PC;
 Thence on a curve to the left, having a radius of 250.00 feet, through a central angle of 30°25'58" (long chord of which bears S71°22'46"E, a distance of 131.23 feet), an arc distance of 132.79 feet to Engineer's Station 63+04.67 PT;
 Thence S86°35'45"E, a distance of 79.83 feet to Engineer's Station 63+84.50 PC;
 Thence on a curve to the right, having a radius of 450.00 feet, through a central angle of 23°53'52" (long chord of which bears S74°38'48"E, a distance of 186.34 feet), an arc distance of 187.69 feet to Engineer's Station 65+72.19 PT;
 Thence S62°41'52"E, a distance of 468.82 feet to Engineer's Station 70+41.01 PC;
 Thence on a curve to the left, having a radius of 735.00 feet, through a central angle of 10°48'27" (long chord of which bears S68°06'06"E, a distance of 138.44 feet), an arc distance of 138.64 feet to Engineer's Station 71+79.65 PT;
 Thence S73°30'20"E, a distance of 62.03 feet to Engineer's Station 72+41.68 PC;
 Thence on a curve to the left, having a radius of 950.00 feet, through a central angle of 10°54'32" (long chord of which bears S78°57'36"E, a distance of 180.61 feet), an arc distance of 180.88 feet to Engineer's Station 74+22.56 PT;
 Thence S84°24'52"E, a distance of 43.86 feet to Engineer's Station 74+66.42 PC;
 Thence on a curve to the right, having a radius of 600.00 feet, through a central angle of 12°26'31" (long chord of which bears S78°11'37"E, a distance of 130.03 feet), an arc distance of 130.29 feet to Engineer's Station 75+96.71 EC which equals Station 78+73.32 POC of SE Regner Road No. 1275, from which the East one-quarter corner of said Section 21 bears S08°30'52"W, a distance of 511.14 feet.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Right side of Centerline	Left side of Centerline
0+00		71+79.65	30.00	30.00
71+79.65		72+10.69	30.00	30.00 in a straight line to 29.00
72+10.69		72+41.69	30.00	29.00 in a straight line to 30.00
72+41.69		73+45.01	30.00	30.00
73+45.01		74+22.07	30.00	30.00 in a straight line to 22.95
74+22.07		74+82.70	30.00	29.95 in a straight line to 30.00
74+82.70		75+96.71	30.00	30.00

The above description is written and based on a survey by Robert A. Hovden, Multnomah County Surveyor, recorded as Survey Number 58363, Multnomah County Survey Records, and by said reference is hereby made a part thereof.



EXP. 6-30-2003