

LEGALIZATION REPORT

DESPAIN GULCH ROAD  
COUNTY ROAD #1000

---

UMATILLA COUNTY  
DEPARTMENT OF PUBLIC  
WORKS

AUGUST, 2004

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# **DESPAIN GULCH ROAD LEGALIZATION REPORT**

## **HISTORY**

The westerly mile of Despain Gulch Road affected by this legalization was originally established in 1884 as County Road No. 199. It began at the southwest corner of Section 24 in Township 4 North, Range 30 E.W.M. at the present-day intersection of Despain Gulch and Kilgore Roads, ran west along the section lines to the southwest corner of Section 24 in Township 4 North, Range 29 E.W.M., then turned and ran south along the line between Sections 25 and 26 to what is now Norton Road. County Road No. 886 was established in 1929. It ran from near the center of Section 30 in Township 4 North, Range 31 E.W.M. southeasterly to what is now State Highway No. 37. This leaves a stretch of approximately 1 ½ miles of road with no record of establishment, though it appears that the road was built around 1955, as there is a vacation order vacating all portions of Road 199 and Road 886 lying outside of the new alignment and the new alignment as described fits the existing road fairly well.

## **GENERAL**

The bridge over Despain Gulch just east of Kilgore Road is scheduled for replacement. Anderson-Perry has requested that Umatilla County legalize the existing road so that they can ensure that the new bridge will be constructed within the county right-of-way.

The road survey was stopped just east of Terney Road, but will need to be continued at least to Simpson Road at a future date.

## **IMPACTS TO UTILITIES AND PROPERTY OWNERS**

Existing utilities include overhead power lines (PP&L and UECA) and buried telephone lines. Legalizing the road would include the telephone line and the majority of the power poles within the right-of-way. There are several fences along the road which would be very close to the right-of-way lines if the road was legalized. No negative impacts to utilities or adjacent property owners from legalizing the road is anticipated.

## **STATUTES**

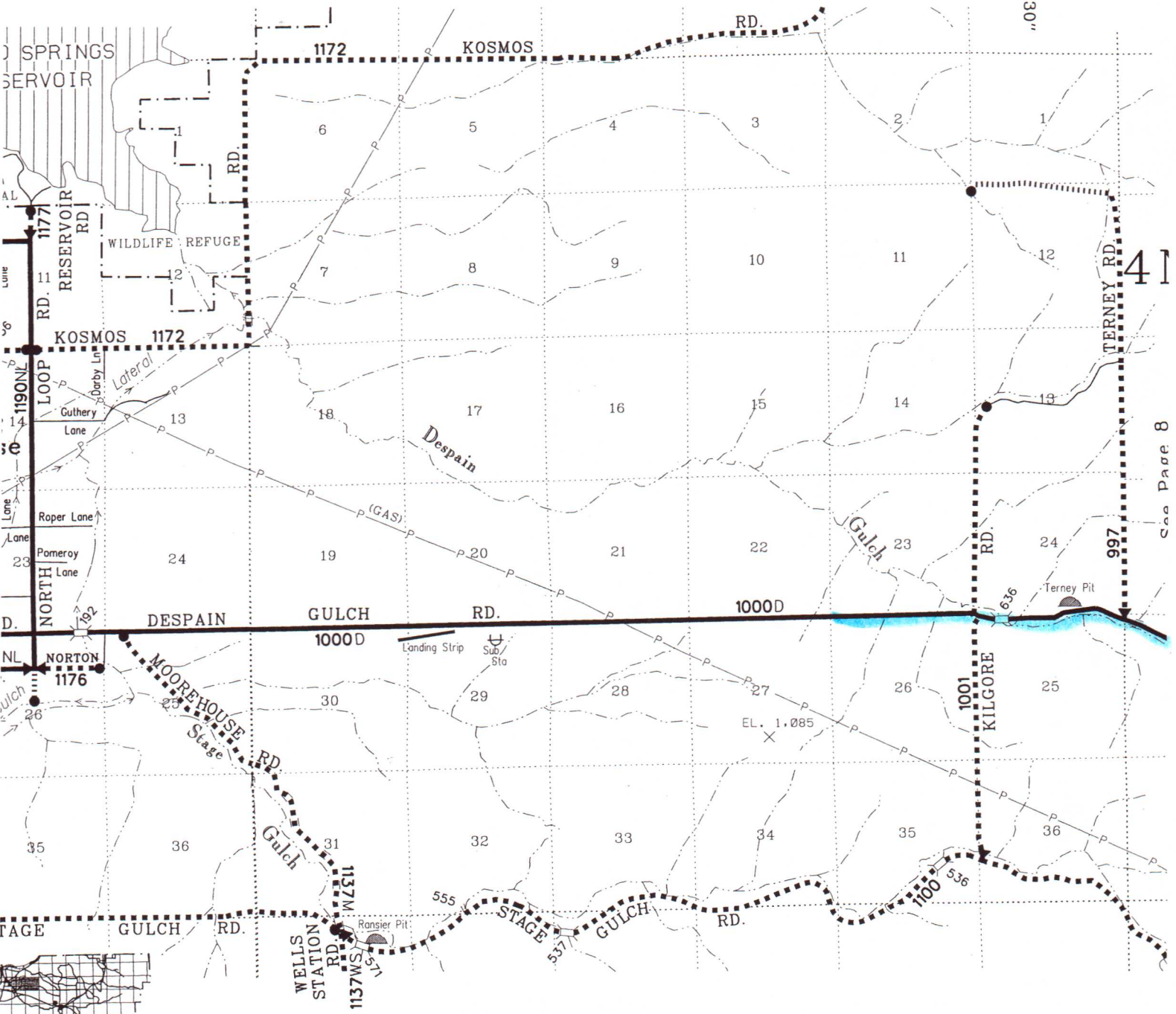
ORS 368.201(3) provides a basis for a county governing body to initiate proceedings to legalize a road if the road as traveled and used for 10 years or more does not conform to the location of a road described in the county records.

## **RECOMMENDATION**

The Public Works Department recommends that County Road No. 1000, Despain Gulch Road, be legalized at a width of 60 feet as shown on the attached survey map and as described in the final order.

119° 07' 30" See Page 4

5° 52' 30" 119° 00' 00"



See Page 10

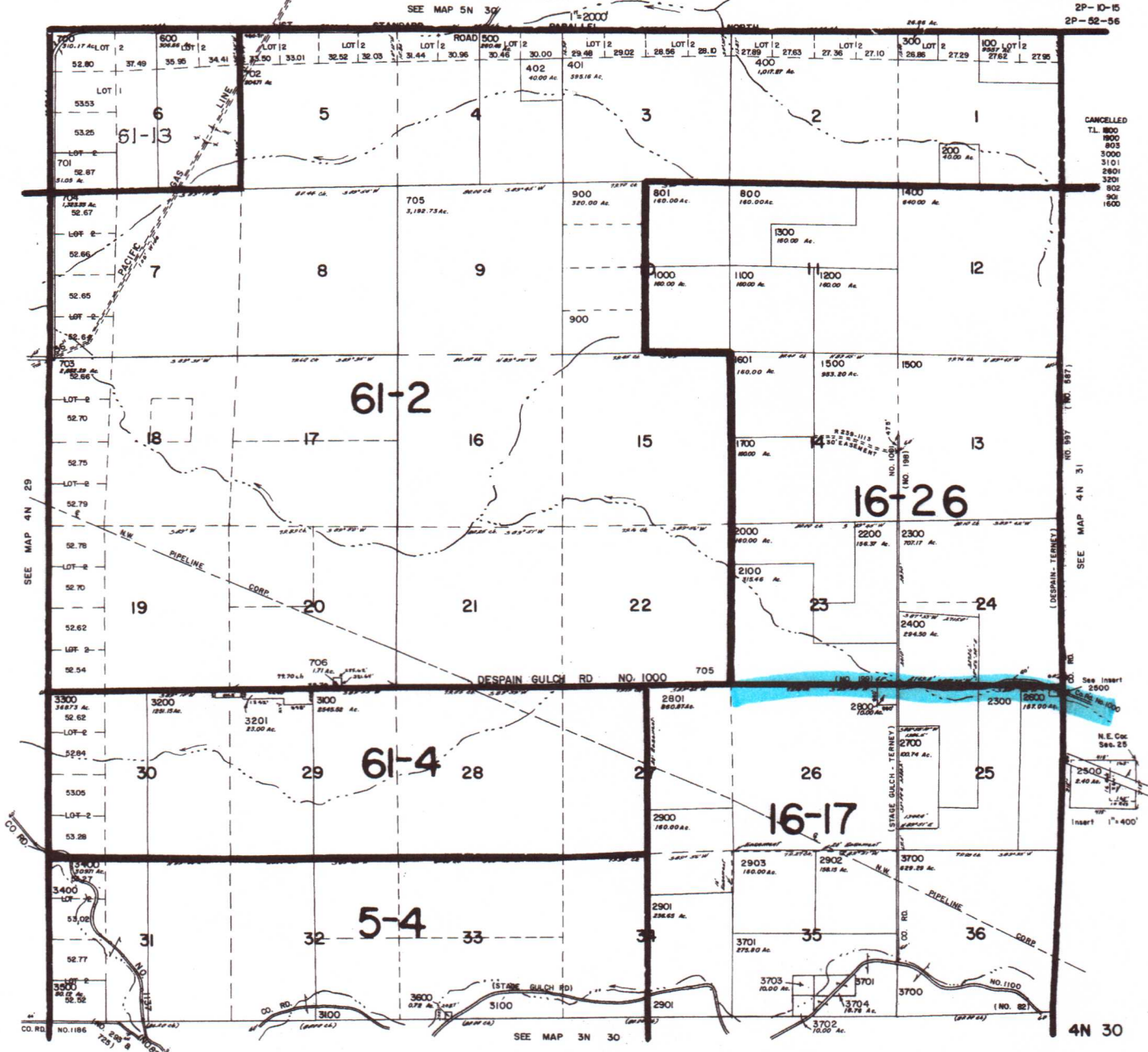
R30

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY

T.4N. R.30E.W.M  
UMATILLA COUNTY

4N 30

Aerial Photo NO. NZ-IP-130-136  
2P-10-15  
2P-52-56



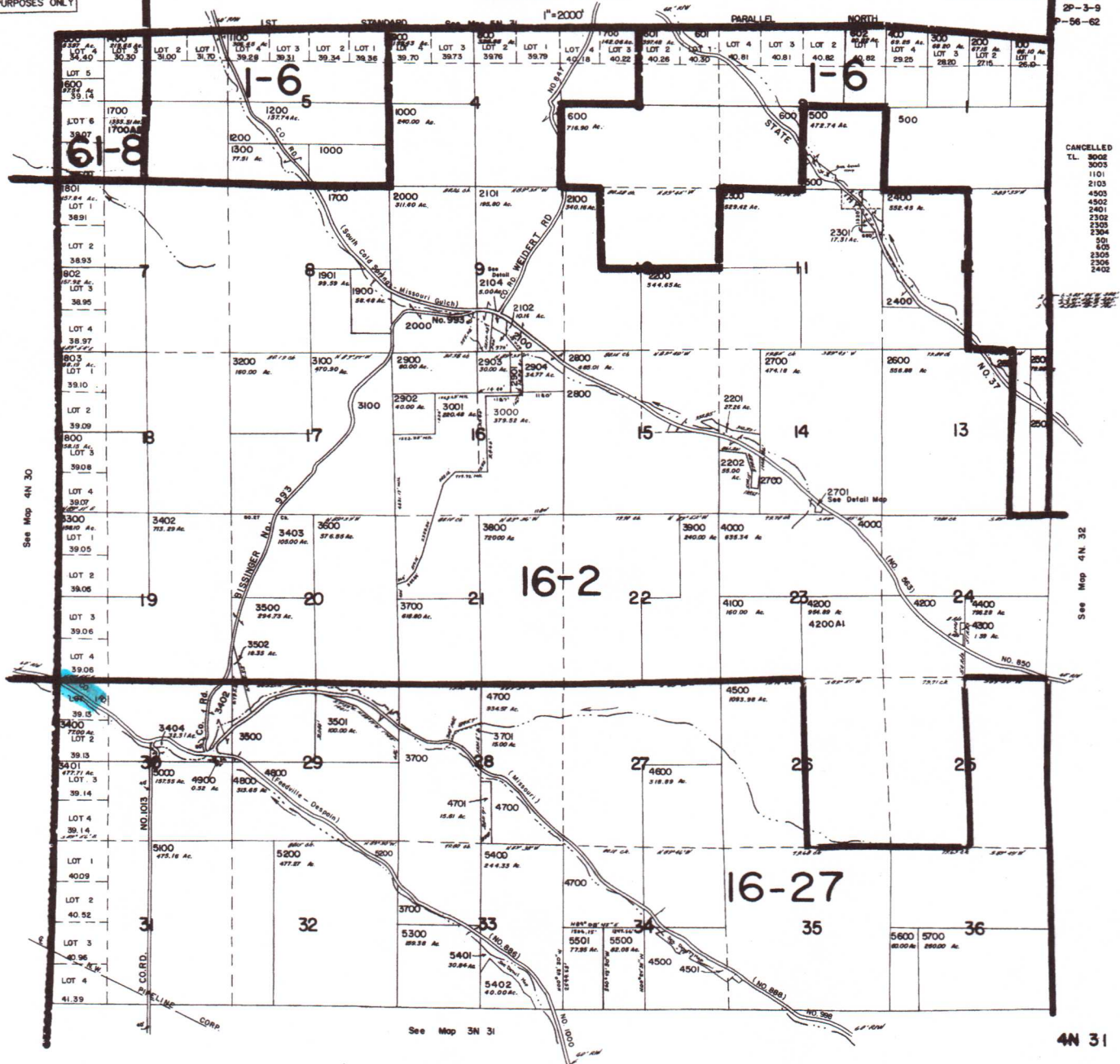
4N 30

T.4N. R.31E.W.M.  
UMATILLA COUNTY

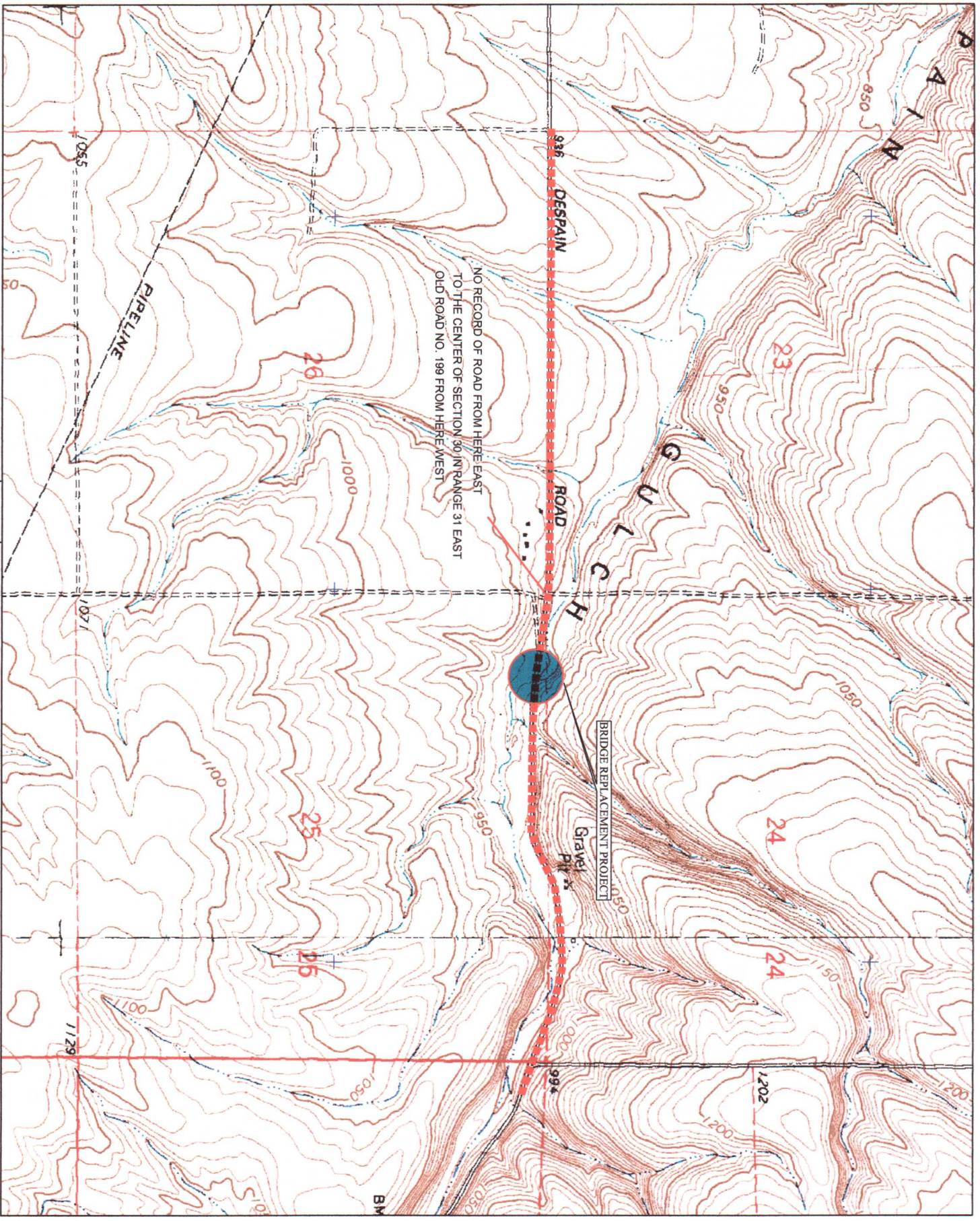
4N 31

THIS MAP WAS PREPARED FOR  
ASSESSMENT PURPOSES ONLY

Aerial Photo No.-NZ-12-135-142  
2P-3-9  
P-56-62



4N 31



199

Field Notes of Road Survey NE 199

To the Hon CO Court for unattached Co<sup>of</sup>  
I hereby certify that on the 3 day of June  
1864 after qualifying H C Caplinger &  
Wm Williams as Chainman & W Carving Marks  
under directions of Viewers

J J Berggardner G C Green & Wm Coffman  
I proceeded to survey of a county Road  
as described in the accompanying field notes to wit

Beginning at the S W corner of Sec 24  
T<sup>p</sup> 4 N. R. 30 E. Set Post Marked R  
Run West on Sec Line Bet Sec 23 & 24  
320 Rods Set Post Miles One

Run West on Sec Line Bet Sec 22 & 27. 320 R

Set Post Miles 2 Run West on Line

Bet Sec 21 & 28. 320 R Set Post Miles 3

Run West on Line Bet Sec 20 & 29 320 R

Set Post Miles 4 Run West on Line

Bet Sec 19 & 30 320 R Set Post Miles 5

Run West on Line Bet Sec 24 & 24. 320 R Set Post M. 6

Run West on same Line 12 Rods to the S W corner of  
Sec 24 T<sup>p</sup> 4 N R 29 E

Thence South on Line Bet Sec 24 & Sec 28. 162 Rods  
to County Road No 172 Set Post Marked R

Surveyed this the 3 day of June 1864

By W W Carving

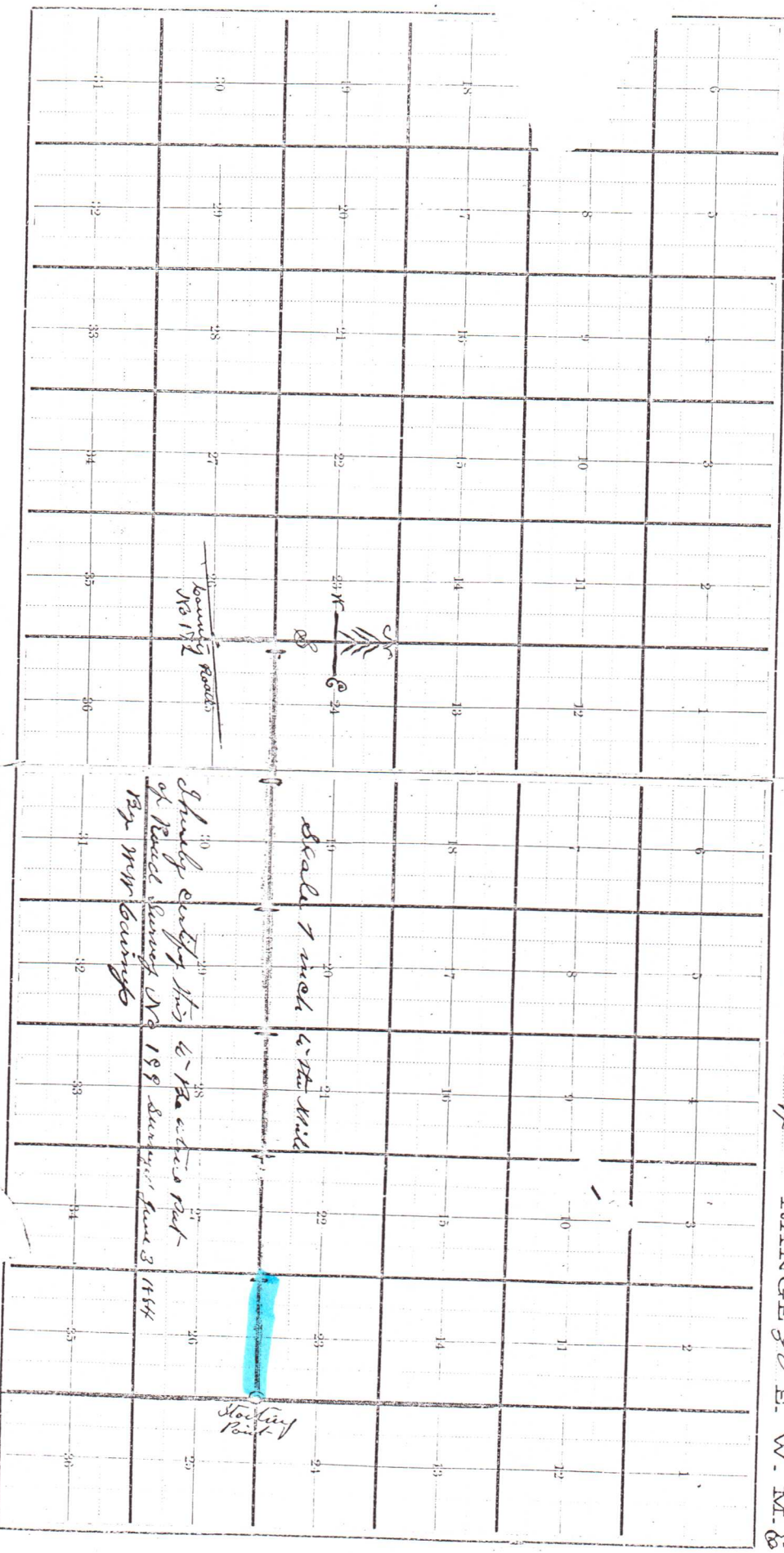


TOWNSHIP NO. 4

RANGE 29 E. W. M. 2

TOWNSHIP NO. 4

RANGE 30 E. W. M. 2



CENTER LINE DESCRIPTION

Beginning at Engineer's center line station 288+84.2, said station being 47.2 feet North and 730.7 feet West of the northeast corner of Section 26, T.4N., R. 30 E.W.M.;

THENCE on arc of (r=5,729.58 ft.) 1° curve left, (the long chord of which bears N89°44'00"E.) 231.7 ft.; THENCE N88°34'20"E. 144.6 ft.; 288+84

THENCE on arc of (r=1,432.40 ft.) 4° curve right, (the long chord of which bears S85°49'30"E.) 280.0 ft.; THENCE S80°13'20"E. 1,083.6 ft.; 296+2

THENCE on arc of (r=2,864.79 ft.) 2° curve left, (the long chord of which bears S84°43'50"E.) 450.8 ft.; THENCE S89°14'20"E. 1,213.7 ft.;

THENCE on arc of (r=818.51 ft.) 7° curve left, (the long chord of which bears N76°17'00"E.) 413.6 ft.; THENCE N61°48'20"E. 45.9 ft.; 323+8

THENCE on arc of (r=1,432.40 ft.) 4° curve right, (the long chord of which bears N74°50'50"E.) 652.1 ft.; THENCE N87°53'20"E. 402.0 ft.; 337+4

THENCE on arc of (r=1,432.40 ft.) 4° curve right, (the long chord of which bears S80°22'20"E.) 587.1 ft.; THENCE S68°38'00"E. 1,233.0 ft.; 351+1

THENCE on arc of (r= 954.93 ft.) 6° curve right, (the long chord of which bears S60°25'50"E.) 273.3 ft.; THENCE S52°13'40"E. 391.7 ft.;

THENCE on arc of (r=1,432.40 ft.) 4° curve left, (the long chord of which bears S56°43'20"E.) 225.0 ft.; THENCE S61°13'00"E. 413.6 ft.;

THENCE on arc of (r= 954.93 ft.) 6° curve right, (the long chord of which bears S51°17'15"E.) 331.0 ft.; THENCE S41°21'30"E. 881.5 ft.;

THENCE on arc of (r= 716.20 ft.) 8° curve left, (the long chord of which bears S72°46'10"E.) 785.3 ft.; THENCE N75°49'10"E. 4.6 ft.;

THENCE on arc of (r= 716.20 ft.) 8° curve right, (the long chord of which bears S77°39'00"E.) 663.3 ft.; THENCE S51°07'10"E. 345.4 ft.;

THENCE on arc of (r= 716.20 ft.) 8° curve left, (the long chord of which bears S68°38'10"E.) 437.9 ft.; THENCE S86°09'10"E. 383.9 ft.;

THENCE on arc of (r= 954.93 ft.) 6° curve right, (the long chord of which bears S80°33'15"E.) 186.6 ft.; THENCE on spiral: (s=9°) i= 3° curve right, (the long chord of which bears S71°57'20"E.) 300.0 ft.; THENCE S65°57'20"E. 313.2 ft.; 414 3

THENCE on arc of (r=1,909.86 ft.) 3° curve right, (the long chord of which bears S60°23'50"E.) 370.6 ft.; THENCE S54°50'20"E. 502.1 ft.;

THENCE on arc of (r=2,864.79 ft.) 2° curve right (the long chord of which bears S50°21'50"E.) 447.5 ft.; THENCE S45°53'20"E. 223.2 ft.;

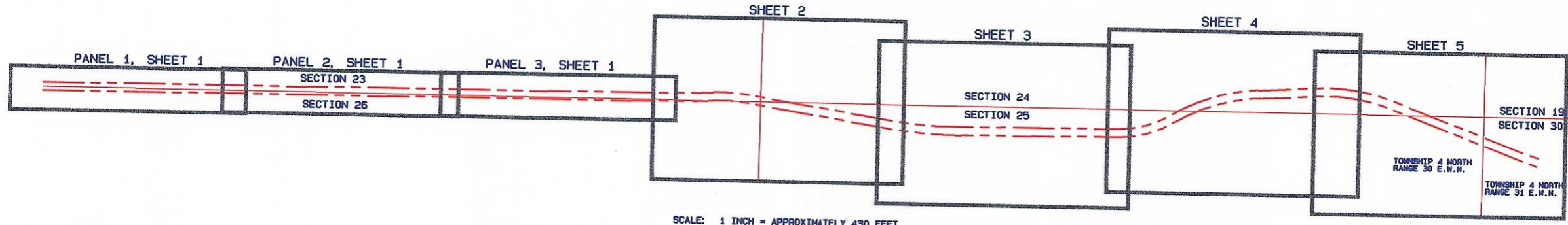
THENCE on arc of (r=2,864.79 ft.) 2° curve left, (the long chord of which bears S48°50'50"E.) 295.8 ft.; THENCE S51°48'20"E. 387.4 ft.;

THENCE on arc of (r=1,432.40 ft.) 4° curve left, (the long chord of which bears S57°58'30"E.) 308.3 ft.; THENCE S64°08'40"E. 568.2 ft.;

THENCE on arc of (r= 954.93 ft.) 6° curve right, (the long chord of which bears S53°17'00"E.) 361.9 ft.; THENCE S42°25'20"E. 242.2 ft.;

THENCE on arc of (r= 1,432.40 ft.) 4° curve left, (the long chord of which bears S57°58'30"E.) 308.3 ft.; THENCE S64°08'40"E. 568.2 ft.;

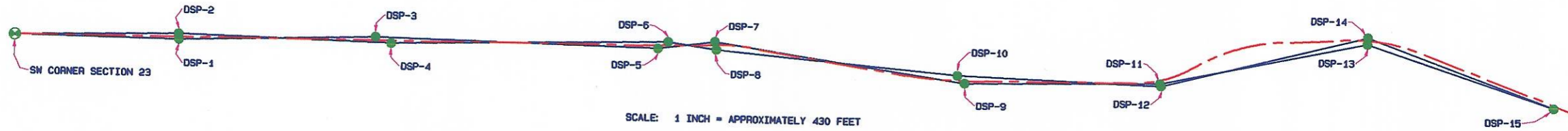
# DESPAIN GULCH ROAD LEGALIZATION SURVEY INDEX SHEET



SCALE: 1 INCH = APPROXIMATELY 430 FEET



## CONTROL TRAVERSE



SCALE: 1 INCH = APPROXIMATELY 430 FEET

**TRAVERSE LINE DATA**

FROM POINT	TO POINT	BEARING	DISTANCE
SW CORNER SECTION 23	DSP-1	S89°16'58"E	1161.33'
DSP-1	DSP-3	N88°09'56"E	1393.63'
DSP-3	DSP-5	S88°47'01"E	2006.24'
DSP-5	DSP-7	N82°21'01"E	407.77'
DSP-7	DSP-9	S81°40'43"E	1796.56'
DSP-9	DSP-11	N89°01'40"E	1386.63'
DSP-11	DSP-13	N78°16'45"E	1496.29'
DSP-13	DSP-15	S72°00'57"E	1395.37'
DSP-15	DSP-14	N70°09'46"W	1407.31'
DSP-14	DSP-12	S75°52'49"W	1506.55'
DSP-12	DSP-10	N88°06'48"W	1444.97'
DSP-10	DSP-8	N84°59'53"W	1722.66'
DSP-8	DSP-6	N81°57'31"W	346.71'
DSP-6	DSP-4	S88°36'56"W	1967.39'
DSP-4	DSP-2	N88°34'34"W	1506.19'
DSP-2	SW CORNER SECTION 23	S88°46'57"W	1159.73'

**SURVEY NARRATIVE**

THIS SURVEY WAS PERFORMED AT THE REQUEST OF THE UMATILLA COUNTY BOARD OF COMMISSIONERS. ITS PURPOSE WAS TO MONUMENT A PORTION OF COUNTY ROAD NO. 1000, DESPAIN GULCH ROAD, FOR LEGALIZATION PROCEEDINGS. THE BRIDGE NEAR THE SOUTHWEST CORNER OF SECTION 24 IS SCHEDULED FOR REPLACEMENT WITH HRRP OR OTIA FUNDS AND RESEARCH OF ROAD RECORDS SHOWED THAT THE ROAD LOCATION NEEDS TO BE CLARIFIED IN CASE ADDITIONAL RIGHT-OF-WAY OR EASEMENTS NEED TO BE ACQUIRED.

THE PORTION OF THE ROAD BETWEEN SECTIONS 23 AND 26 WAS ORIGINALLY PART OF ROAD NO. 199, ESTABLISHED IN 1884. ACCORDING TO ROAD NOTES, IT WAS SURVEYED ALONG THE SECTION LINE. AROUND 1955 THE COUNTY REBUILT A PORTION OF THE ROAD AND ALTERED THE ALIGNMENT OF A PORTION OF THE EAST-WEST SECTION, THOUGH NO DOCUMENTATION (DEEDS, ORDERS, ETC.) IS ON FILE DOCUMENTING THE NEW ROAD. THERE IS, HOWEVER A VACATION ORDER VACATING PORTIONS OF ROAD 199 AND ROAD 886 LYING OUTSIDE OF THE NEW ROAD, AND A DESCRIPTION OF THE NEW ALIGNMENT WHICH FITS THE EXISTING ALIGNMENT FAIRLY WELL IS IN THE FILE. THE ALIGNMENT WAS ALTERED TO FIT THE ROAD WHERE IT IS TRAVELED TODAY.

IN PERFORMING THE SURVEY, I SET 3 SECTION CORNERS AND A 1/4 CORNER. I DETERMINED THE SECTION CORNER LOCATION BY RELYING HEAVILY ON ROAD LOCATIONS (WHERE THE ROAD NOTES CALLED FOR THE ROADS TO BE ON THE SECTION LINES), PLOW LINES, AND FENCE LINES. VERY LITTLE SURVEYING HAS BEEN DONE IN THIS AREA SINCE DOLPHUS PAYNE SUBDIVIDED THE TOWNSHIP IN 1861. ALL OF THE DISTANCES BETWEEN THE CORNERS MEASURED IN THIS SURVEY WERE LONGER THAN PAYNE'S RECORD G.L.O. DISTANCES, BUT WERE CONSISTENT.

A CONTROL NETWORK SURROUNDING THE ROAD WAS ESTABLISHED AND AT LEAST 2 OTHER CONTROL MONUMENTS CAN BE SEEN FROM ALL CONTROL MONUMENTS. CONTROL POINTS WERE DOUBLE-OCCUPIED WITH A SOKKIA RADIAN GPS SYSTEM OPERATED IN RTK MODE AND THEIR POSITIONS WERE AVERAGED. THE SURVEY WAS DONE IN STATE PLANE COORDINATES, THEN ROTATED 1°03'08" CLOCKWISE ABOUT THE SOUTHWEST CORNER OF SECTION 24 TO OBTAIN TRUE BEARINGS. GRID DISTANCES WERE DIVIDED BY A COMBINED SCALE AND ELEVATION FACTOR OF 0.999906801 TO OBTAIN GROUND DISTANCES (COMBINED FACTOR WAS OBTAINED BY MULTIPLYING AN AVERAGE PROJECT SCALE FACTOR OF 0.9999566630 BY AN ELEVATION FACTOR BASED ON 1000' ELEVATION OF 0.999952169).

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

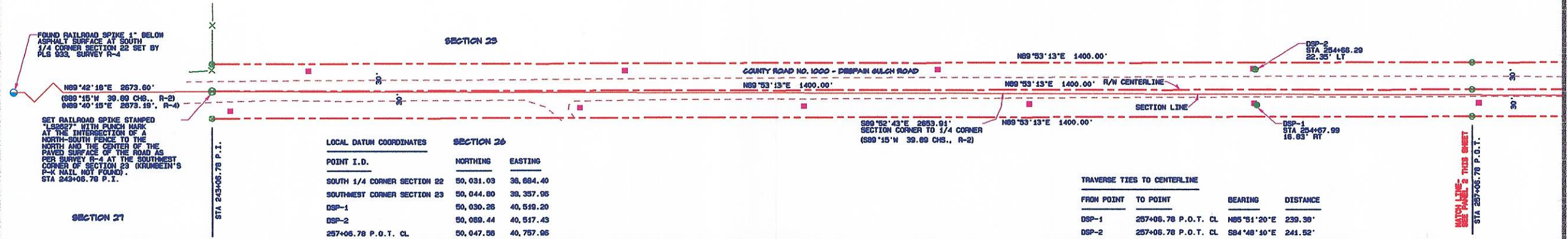
OREGON  
JULY 20, 1983  
GARY R. ROBERTS  
2627  
RENEWS 12/31/2004

UMATILLA COUNTY ROAD DEPARTMENT  
3420 WESTGATE  
PENDLETON, OREGON 97801  
PHONE 541/278-3424

COUNTY ROAD NO. 1000 LEGALIZATION SURVEY  
DESPAIN GULCH ROAD

LOCATED IN SECTIONS 23, 24, 25, AND 26  
TOWNSHIP 4 NORTH, RANGE 30 E.W.N.  
AND  
SECTIONS 19 AND 30  
TOWNSHIP 4 NORTH, RANGE 31 E.W.N.

DATE OF SURVEY: MAY, 2004      INDEX SHEET

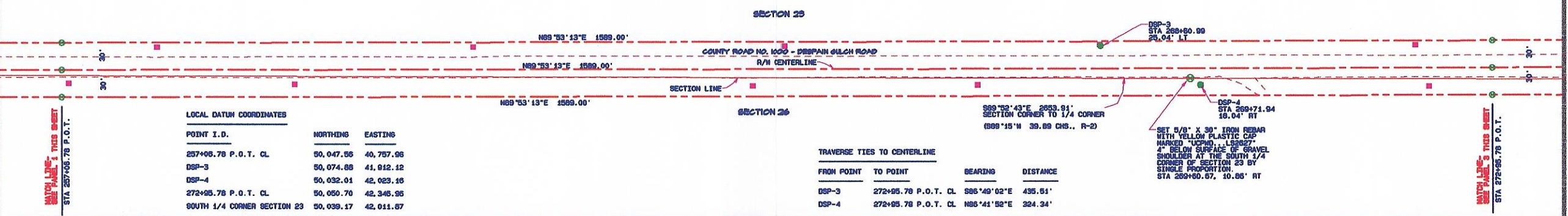


LOCAL DATUM COORDINATES SECTION 26

POINT I.D.	NORTHING	EASTING
SOUTH 1/4 CORNER SECTION 22	50,031.03	38,084.40
SOUTHWEST CORNER SECTION 23	50,044.80	38,357.96
DSP-1	50,030.28	40,519.20
DSP-2	50,069.44	40,517.43
257+06.78 P.O.T. CL	50,047.56	40,757.96

TRAVERSE TIES TO CENTERLINE

FROM POINT	TO POINT	BEARING	DISTANCE
DSP-1	257+06.78 P.O.T. CL	N85°51'20"E	239.38'
DSP-2	257+06.78 P.O.T. CL	S84°48'10"E	241.52'

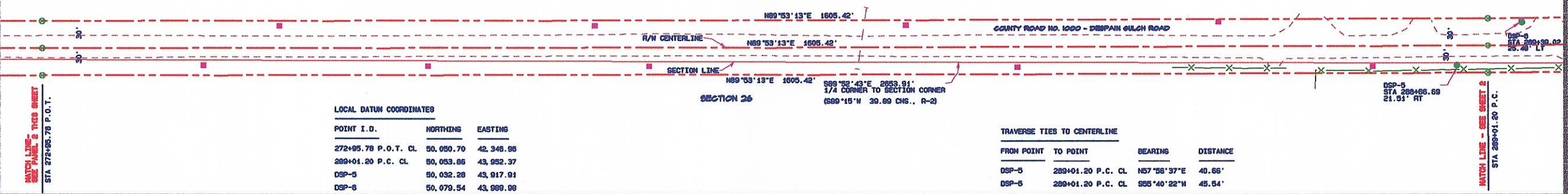


LOCAL DATUM COORDINATES

POINT I.D.	NORTHING	EASTING
257+06.78 P.O.T. CL	50,047.56	40,757.96
DSP-3	50,074.88	41,912.12
DSP-4	50,032.01	42,023.16
272+95.78 P.O.T. CL	50,050.70	42,346.96
SOUTH 1/4 CORNER SECTION 23	50,039.17	42,011.87

TRAVERSE TIES TO CENTERLINE

FROM POINT	TO POINT	BEARING	DISTANCE
DSP-3	272+95.78 P.O.T. CL	S86°49'02"E	435.51'
DSP-4	272+95.78 P.O.T. CL	N86°41'52"E	324.34'



LOCAL DATUM COORDINATES

POINT I.D.	NORTHING	EASTING
272+95.78 P.O.T. CL	50,050.70	42,346.96
289+01.20 P.C. CL	50,053.86	43,932.37
DSP-5	50,032.28	43,917.91
DSP-6	50,079.54	43,989.99

TRAVERSE TIES TO CENTERLINE

FROM POINT	TO POINT	BEARING	DISTANCE
DSP-5	289+01.20 P.C. CL	N57°58'37"E	40.66'
DSP-6	289+01.20 P.C. CL	S85°40'22"W	45.54'

SURVEY RECORDS

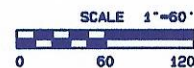
- R-1 G.L.O. SURVEY BY DAVID THOMPSON, CONTRACT NO. 81, DATED JULY 8, 1959
- R-2 G.L.O. SURVEY BY DOLPHUS PAYNE, CONTRACT NO. 100, DATED AUGUST 1, 1961
- R-3 1958 SURVEY FOR HOCKENSMITH BY WAYNE HARRIS, SURVEY NO. 03-183-A
- R-4 1974 SURVEY FOR KILGORE - GERHKE BY DAVE KRUMBEIN, SURVEY NO. 1-162-B

REGISTERED PROFESSIONAL LAND SURVEYOR  
 OREGON  
 GARY R. ROBERTS  
 2627  
 RENEWS 12/31/2004

LEGEND

- FOUND SECTION MONUMENT AS NOTED
- SET SECTION MONUMENT AS NOTED
- SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPND...LS2827"
- CALCULATED POINT ONLY - NOTHING FOUND OR SET
- APPROXIMATE SECTION OR 1/4 CORNER LOCATION UNLESS OTHERWISE NOTED
- TEMPORARY CONTROL POINT FOR CONSTRUCTION
- POWER POLE
- TELEPHONE PEDESTAL
- GUY WIRE AND ANCHOR
- FENCE
- R/W LINE
- R/W CENTERLINE
- CULVERT PIPE
- APPROXIMATE SECTION LINE LOCATION
- EDGE TRAVELED ROAD

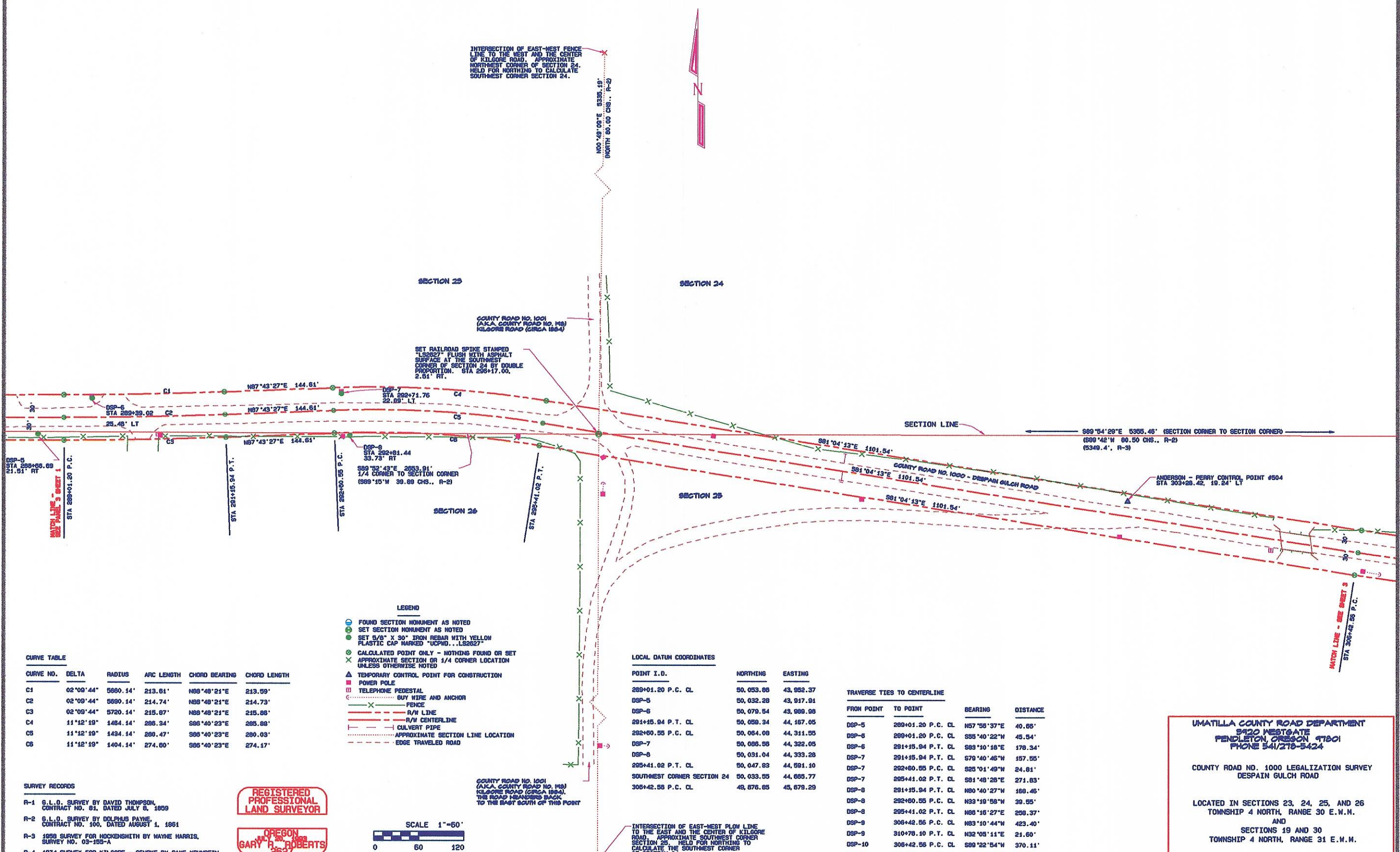
\*SEE INDEX SHEET FOR NARRATIVE



UMATILLA COUNTY ROAD DEPARTMENT  
 3420 WESTGATE  
 PENDLETON, OREGON 97801  
 PHONE 541/278-3424

COUNTY ROAD NO. 1000 LEGALIZATION SURVEY  
 DESPAIN GULCH ROAD

LOCATED IN SECTIONS 23, 24, 25, AND 26  
 TOWNSHIP 4 NORTH, RANGE 30 E.W.M.  
 AND  
 SECTIONS 19 AND 30  
 TOWNSHIP 4 NORTH, RANGE 31 E.W.M.



INTERSECTION OF EAST-WEST FENCE LINE TO THE WEST AND THE CENTER OF KILGORE ROAD. APPROXIMATE NORTHWEST CORNER OF SECTION 24. HELD FOR NORTHING TO CALCULATE SOUTHWEST CORNER SECTION 24.

N00°48'09"E 5535.19'  
NORTH 80.00 CHS., R-2

COUNTY ROAD NO. 1001  
(A.K.A. COUNTY ROAD NO. 148)  
KILGORE ROAD (CIRCA 1884)

SET RAILROAD SPIKE STAMPED  
"L32627" FLUSH WITH ASPHALT  
SURFACE AT THE SOUTHWEST  
CORNER OF SECTION 24 BY DOUBLE  
PROPORTION. STA 296+17.00,  
2.51' RT.

S89°54'29"E 5305.46' (SECTION CORNER TO SECTION CORNER)  
(569°42'W 80.50 CHS., R-2)  
(5349.4', R-3)

ANDERSON - PERRY CONTROL POINT #504  
STA 303+28.42, 19.24' LT

- LEGEND**
- FOUND SECTION MONUMENT AS NOTED
  - SET SECTION MONUMENT AS NOTED
  - SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPHD...L32627"
  - CALCULATED POINT ONLY - NOTHING FOUND OR SET
  - × APPROXIMATE SECTION OR 1/4 CORNER LOCATION UNLESS OTHERWISE NOTED
  - ▲ TEMPORARY CONTROL POINT FOR CONSTRUCTION
  - POWER POLE
  - TELEPHONE PEDESTAL
  - BUY WIRE AND ANCHOR
  - FENCE
  - R/W LINE
  - R/W CENTERLINE
  - CULVERT PIPE
  - APPROXIMATE SECTION LINE LOCATION
  - EDGE TRAVELED ROAD

**CURVE TABLE**

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	02°09'44"	5950.14'	213.61'	N89°48'21"E	213.59'
C2	02°09'44"	5950.14'	214.74'	N89°48'21"E	214.73'
C3	02°09'44"	5720.14'	215.67'	N89°48'21"E	215.66'
C4	11°12'19"	1484.14'	286.34'	S86°40'23"E	286.88'
C5	11°12'19"	1434.14'	286.47'	S86°40'23"E	286.03'
C6	11°12'19"	1404.14'	274.60'	S86°40'23"E	274.17'

**LOCAL DATUM COORDINATES**

POINT I.D.	NORTHING	EASTING
289+01.20 P.C. CL	50,053.86	43,952.37
DSP-5	50,032.28	43,917.91
DSP-6	50,079.54	43,989.98
291+15.94 P.T. CL	50,059.34	44,167.05
292+60.05 P.C. CL	50,064.08	44,311.55
DSP-7	50,066.56	44,322.05
DSP-8	50,091.04	44,333.28
295+41.02 P.T. CL	50,047.83	44,691.10
SOUTHWEST CORNER SECTION 24	50,033.55	44,685.77
306+42.55 P.C. CL	49,876.85	45,679.29

**TRAVERSE TIES TO CENTERLINE**

FROM POINT	TO POINT	BEARING	DISTANCE
DSP-5	289+01.20 P.C. CL	N57°56'37"E	40.65'
DSP-5	289+01.20 P.C. CL	S55°40'22"W	45.54'
DSP-6	291+15.94 P.T. CL	S83°10'18"E	178.34'
DSP-7	291+15.94 P.T. CL	S79°40'46"W	157.55'
DSP-7	292+60.05 P.C. CL	S25°01'49"W	24.81'
DSP-7	295+41.02 P.T. CL	S81°48'28"E	271.83'
DSP-8	291+15.94 P.T. CL	N80°40'27"W	168.45'
DSP-8	292+60.05 P.C. CL	N39°19'58"W	39.55'
DSP-8	295+41.02 P.T. CL	N86°16'27"E	208.37'
DSP-9	306+42.55 P.C. CL	N83°10'44"W	423.40'
DSP-9	310+78.10 P.T. CL	N32°05'11"E	21.60'
DSP-10	306+42.55 P.C. CL	S89°22'54"W	370.11'
DSP-10	310+78.10 P.T. CL	S89°47'11"E	71.50'

**SURVEY RECORDS**

R-1 S.L.O. SURVEY BY DAVID THOMPSON,  
CONTRACT NO. 81, DATED JULY 8, 1959

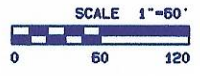
R-2 S.L.O. SURVEY BY DELPHUS PAYNE,  
CONTRACT NO. 190, DATED AUGUST 1, 1961

R-3 1959 SURVEY FOR HOCKENSMITH BY WAYNE HARRIS,  
SURVEY NO. 03-155-A

R-4 1974 SURVEY FOR KILGORE - GENRKE BY DAVE KRUMBEIN,  
SURVEY NO. 1-162-B

**REGISTERED  
PROFESSIONAL  
LAND SURVEYOR**

**GARY R. ROBERTS**  
2627  
RENEWS 12/31/2004



COUNTY ROAD NO. 1001  
(A.K.A. COUNTY ROAD NO. 148)  
KILGORE ROAD (CIRCA 1884).  
THE ROAD MEANDERS BACK  
TO THE EAST SOUTH OF THIS POINT

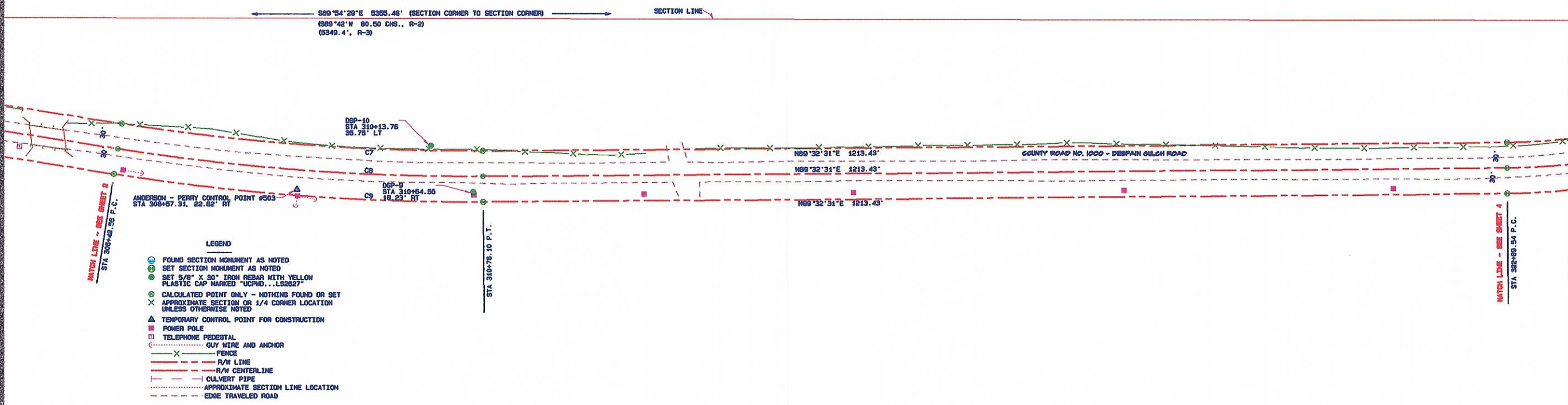
INTERSECTION OF EAST-WEST PLOW LINE  
TO THE EAST AND THE CENTER OF KILGORE  
ROAD. APPROXIMATE SOUTHWEST CORNER  
SECTION 25. HELD FOR NORTHING TO  
CALCULATE THE SOUTHWEST CORNER  
OF SECTION 24.

**UMATILLA COUNTY ROAD DEPARTMENT**  
8420 WESTGATE  
PENDLETON, OREGON 97801  
PHONE 541/278-5424

COUNTY ROAD NO. 1000 LEGALIZATION SURVEY  
DESPAIN GULCH ROAD

LOCATED IN SECTIONS 23, 24, 25, AND 26  
TOWNSHIP 4 NORTH, RANGE 30 E.W.M.  
AND  
SECTIONS 19 AND 30  
TOWNSHIP 4 NORTH, RANGE 31 E.W.M.

DATE OF SURVEY: MAY, 2004 SHEET 2 OF 5



- LEGEND**
- FOUND SECTION MONUMENT AS NOTED
  - SET SECTION MONUMENT AS NOTED
  - SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPMD...LS2827"
  - CALCULATED POINT ONLY - NOTHING FOUND OR SET
  - X APPROXIMATE SECTION OR 1/4 CORNER LOCATION UNLESS OTHERWISE NOTED
  - ▲ TEMPORARY CONTROL POINT FOR CONSTRUCTION
  - POWER POLE
  - TELEPHONE PEDESTAL
  - GUY WIRE AND ANCHOR
  - FENCE
  - X- R/W LINE
  - - - R/W CENTERLINE
  - - - CULVERT PIPE
  - - - APPROXIMATE SECTION LINE LOCATION
  - - - EDGE TRAVELED ROAD

**CURVE TABLE**

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C7	09°23'16"	2616.01'	426.63'	S85°45'51"E	426.35'
C8	09°23'16"	2646.01'	433.54'	S85°45'51"E	433.06'
C9	09°23'16"	2876.01'	436.46'	S85°45'51"E	437.97'

**SURVEY RECORDS**

R-1 G.L.O. SURVEY BY DAVID THOMPSON, CONTRACT NO. 81, DATED JULY 8, 1959

R-2 G.L.O. SURVEY BY DOLPHUS PAYNE, CONTRACT NO. 100, DATED AUGUST 1, 1961

R-3 1958 SURVEY FOR HOCKENSMITH BY WAYNE HARRIS, SURVEY NO. 03-155-A

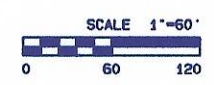
R-4 1974 SURVEY FOR KILBORE - GERRKE BY DAVE KRUMBEIN, SURVEY NO. T-162-B

**REGISTERED PROFESSIONAL LAND SURVEYOR**

**GARY R. ROBERTS**

JULY 20 1993

RENEWS 12/31/2004



**LOCAL DATUM COORDINATES**

POINT I.D.	NORTHING	EASTING
306+42.55 P.C. CL	49,876.85	45,879.29
DSP-9	49,828.55	46,089.89
DSP-10	49,880.94	46,049.38
310+76.10 P.T. CL	49,844.86	46,111.17
322+89.54 P.C. CL	49,854.95	47,324.55

**TRAVERSE TIES TO CENTERLINE**

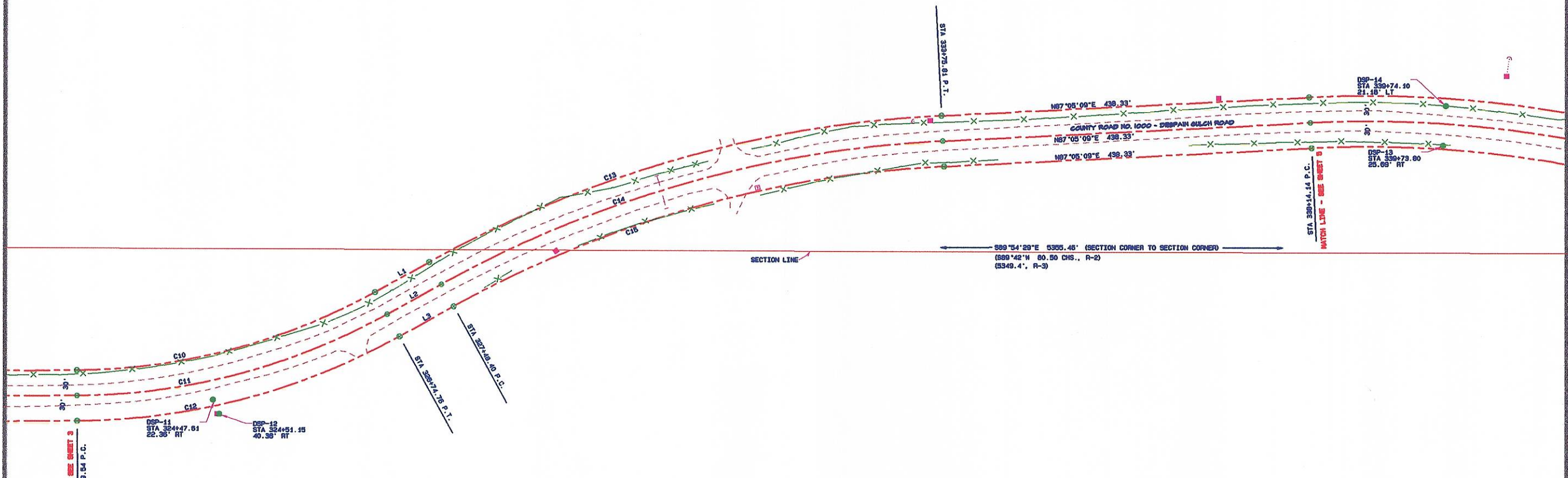
FROM POINT	TO POINT	BEARING	DISTANCE
DSP-9	306+42.55 P.C. CL	N83°10'44"W	423.40'
DSP-9	310+76.10 P.T. CL	N32°05'11"E	21.60'
DSP-10	306+42.55 P.C. CL	S89°22'54"W	370.11'
DSP-10	310+76.10 P.T. CL	S59°47'11"E	71.50'

**UMATILLA COUNTY ROAD DEPARTMENT**  
 8120 WESTGATE  
 PENCLTON, OREGON 97501  
 PHONE 541/278-3424

**COUNTY ROAD NO. 1000 LEGALIZATION SURVEY**  
 DESPAIN GULCH ROAD

LOCATED IN SECTIONS 23, 24, 25, AND 26  
 TOWNSHIP 4 NORTH, RANGE 30 E.W.M.  
 AND  
 SECTIONS 19 AND 30  
 TOWNSHIP 4 NORTH, RANGE 31 E.W.M.

DATE OF SURVEY: MAY, 2004      SHEET 3 OF 5



**CURVE TABLE**

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C10	28°35'04"	742.15'	370.25'	N75°14'59"E	366.42'
C11	28°35'04"	772.15'	395.22'	N75°14'59"E	381.24'
C12	28°35'04"	802.15'	400.19'	N75°14'59"E	396.00'
C13	26°07'42"	1405.81'	641.09'	N74°01'18"E	635.85'
C14	26°07'42"	1375.81'	627.41'	N74°01'18"E	621.88'
C15	26°07'42"	1345.81'	613.72'	N74°01'18"E	608.42'

**SURVEY RECORDS**

R-1 S.L.O. SURVEY BY DAVID THOMPSON, CONTRACT NO. 61, DATED JULY 8, 1959

R-2 S.L.O. SURVEY BY DOLEPHUS PAYNE, CONTRACT NO. 100, DATED AUGUST 1, 1961

R-3 1959 SURVEY FOR HOCKENSMITH BY WAYNE HARRIS, SURVEY NO. 03-135-A

R-4 1974 SURVEY FOR KILGORE - GENRIE BY DAVE KRUMBEIN, SURVEY NO. 1-182-B

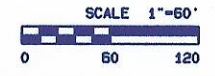
**LINE TABLE**

LINE NO.	BEARING	DISTANCE
L1	N80°57'27"E	73.65'
L2	N80°57'27"E	73.65'
L3	N80°57'27"E	73.65'

- LEGEND**
- FOUND SECTION MONUMENT AS NOTED
  - SET SECTION MONUMENT AS NOTED
  - SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPMD...L5662"
  - ⊗ CALCULATED POINT ONLY - NOTHING FOUND OR SET
  - ⊗ APPROXIMATE SECTION OR 1/4 CORNER LOCATION UNLESS OTHERWISE NOTED
  - ▲ TEMPORARY CONTROL POINT FOR CONSTRUCTION
  - POWER POLE
  - TELEPHONE PEDESTAL
  - GUY WIRE AND ANCHOR
  - ⊗ FENCE
  - R/W LINE
  - R/W CENTERLINE
  - CULVERT PIPE
  - APPROXIMATE SECTION LINE LOCATION
  - EDGE TRAVELED ROAD

**REGISTERED  
PROFESSIONAL  
LAND SURVEYOR**

**OREGON  
JULY 20, 1989  
GARY R. ROBERTS  
2627  
RENEWS 12/31/2004**



**LOCAL DATUM COORDINATES**

POINT I.D.	NORTHING	EASTING
322+89.54 P.C. CL	49,854.58	47,324.58
DSP-11	49,850.08	47,486.12
DSP-12	49,833.27	47,493.57
328+74.76 P.T. CL	49,851.62	47,693.23
327+48.40 P.C. CL	49,897.39	47,767.62
333+75.81 P.T. CL	50,158.59	48,355.58
338+14.14 P.C. CL	50,180.88	48,793.34
DSP-13	50,154.05	48,951.21
DSP-14	50,200.79	48,954.60

**TRAVERSE TIES TO CENTERLINE**

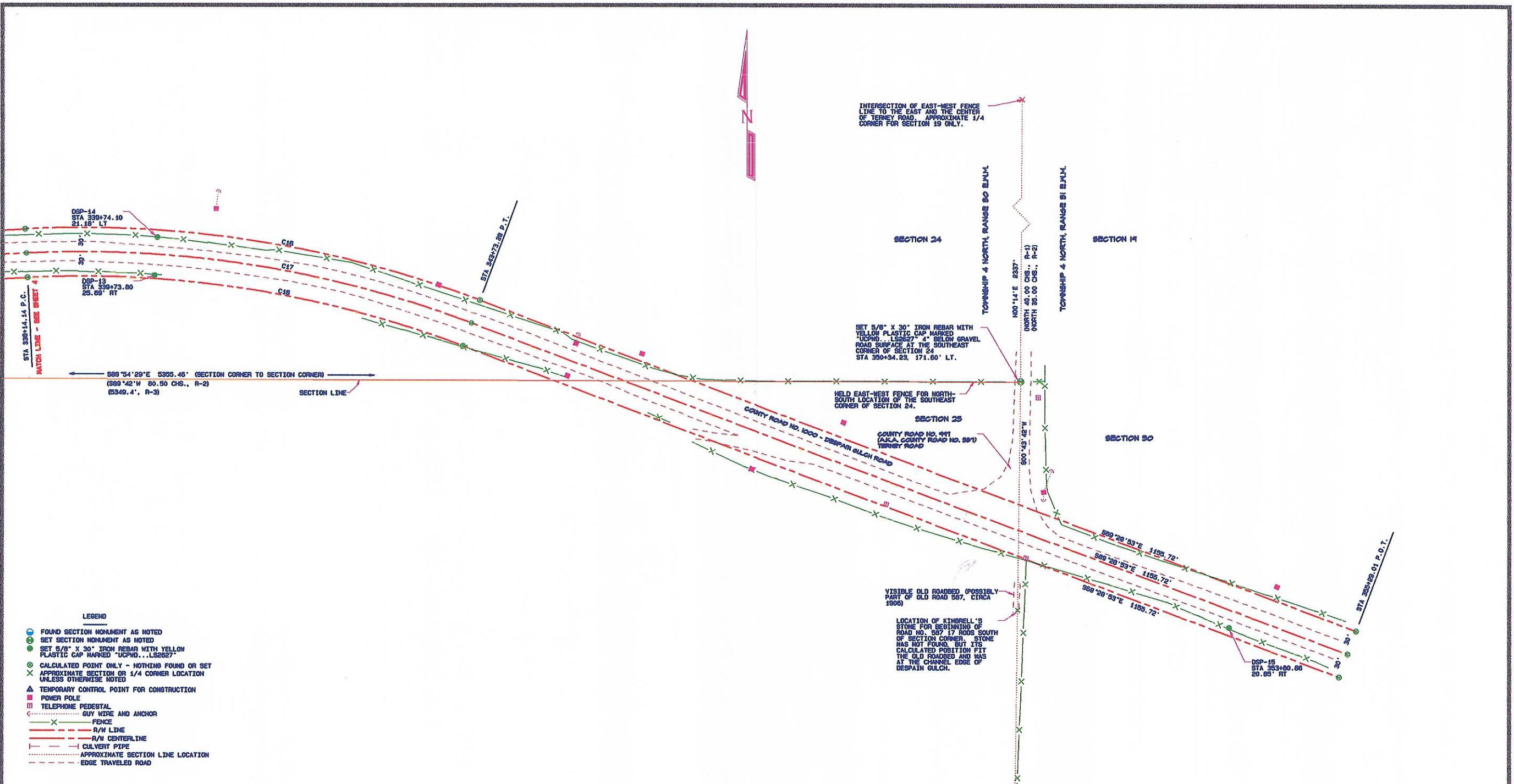
FROM POINT	TO POINT	BEARING	DISTANCE
DSP-11	322+89.54 P.C. CL	N88°24'48"W	161.62'
DSP-11	326+74.76 P.T. CL	N63°52'59"E	230.67'
DSP-12	322+89.54 P.C. CL	N82°49'10"W	170.34'
DSP-12	326+74.76 P.T. CL	N59°20'30"E	232.11'
DSP-13	338+14.14 P.C. CL	N80°21'15"W	160.14'
DSP-14	338+14.14 P.C. CL	S82°57'38"W	182.49'

**UMATILLA COUNTY ROAD DEPARTMENT**  
 9420 WESTGATE  
 PENDLETON OREGON 97801  
 PHONE 341/278-5424

**COUNTY ROAD NO. 1000 LEGALIZATION SURVEY  
 DESPAIN GULCH ROAD**

LOCATED IN SECTIONS 23, 24, 25, AND 26  
 TOWNSHIP 4 NORTH, RANGE 30 E.W.M.  
 AND  
 SECTIONS 19 AND 30  
 TOWNSHIP 4 NORTH, RANGE 31 E.W.M.

DATE OF SURVEY: MAY, 2004 SHEET 4 OF 5



INTERSECTION OF EAST-WEST FENCE LINE TO THE EAST AND THE CENTER OF TERNEY ROAD. APPROXIMATE 1/4 CORNER FOR SECTION 19 ONLY.

SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPND...LS2627" 4" BELOW GRAVEL ROAD SURFACE AT THE SOUTHEAST CORNER OF SECTION 24. STA 350+34.23, 171.60' LT.

HELD EAST-WEST FENCE FOR NORTH-SOUTH LOCATION OF THE SOUTHEAST CORNER OF SECTION 24.

LOCATION OF KIMBELL'S STONE FOR BEGINNING OF ROAD NO. 567 17 RODS SOUTH OF SECTION CORNER. STONE WAS NOT FOUND, BUT ITS CALCULATED POSITION FIT THE OLD ROADBED AND WAS AT THE CHANNEL EDGE OF DESPAIN GULCH.

VISIBLE OLD ROADBED (POSSIBLY PART OF OLD ROAD 567, CIRCA 1906)

FENCE HAS ANGLE POINT AT THIS LOCATION. HELD FENCE AND PLOW LINE SOUTH OF THIS POINT FOR EASTING OF SOUTHEAST CORNER SECTION 24.

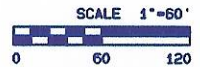
- LEGEND**
- FOUND SECTION MONUMENT AS NOTED
  - SET SECTION MONUMENT AS NOTED
  - SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPND...LS2627"
  - ⊗ CALCULATED POINT ONLY - NOTHING FOUND OR SET
  - × APPROXIMATE SECTION OR 1/4 CORNER LOCATION UNLESS OTHERWISE NOTED
  - ▲ TEMPORARY CONTROL POINT FOR CONSTRUCTION
  - POWER POLE
  - TELEPHONE PEDESTAL
  - GUY WIRE AND ANCHOR
  - FENCE
  - R/M LINE
  - R/M CENTERLINE
  - CULVERT PIPE
  - APPROXIMATE SECTION LINE LOCATION
  - EDGE TRAVELED ROAD

**CURVE TABLE**

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C16	23°25'58"	1387.18'	571.42'	S81°11'52"E	567.44'
C17	23°25'58"	1387.18'	569.15'	S81°11'52"E	565.26'
C18	23°26'58"	1337.18'	546.88'	S81°11'52"E	543.07'

- SURVEY RECORDS**
- R-1 G.L.O. SURVEY BY DAVID THOMPSON, CONTRACT NO. 81, DATED JULY 8, 1959
  - R-2 G.L.O. SURVEY BY DOLPHUS PAYNE, CONTRACT NO. 100, DATED AUGUST 1, 1981
  - R-3 1958 SURVEY FOR HOCKENSMITH BY WAYNE HARRIS, SURVEY NO. 03-195-A
  - R-4 1974 SURVEY FOR KILBORE - GEHRKE BY DAVE KRUMBEIN, SURVEY NO. 1-162-B

**REGISTERED PROFESSIONAL LAND SURVEYOR**  
**GARY R. ROBERTS**  
 JULY 20, 1989  
 RENEWS 12/31/2004



**LOCAL DATUM COORDINATES**

POINT I.D.	NORTHING	EASTING
338+14.14 P.C. CL	50,380.88	48,793.34
DSP-13	50,354.05	48,951.21
DSP-14	50,200.79	48,954.60
343+73.28 P.T. CL	50,085.91	48,342.05
DSP-15	48,723.22	50,278.40
355+29.01 P.O.T. CL	48,690.81	50,424.46
SOUTHEAST CORNER SECTION 24	50,024.95	50,021.22

**TRAVERSE TIES TO CENTERLINE**

FROM POINT	TO POINT	BEARING	DISTANCE
DSP-13	338+14.14 P.C. CL	N80°21'15"W	160.14'
DSP-13	343+73.28 P.T. CL	S81°32'23"E	395.14'
DSP-14	338+14.14 P.C. CL	S82°57'39"W	162.49'
DSP-14	343+73.28 P.T. CL	S74°51'12"E	401.40'
DSP-15	343+73.28 P.T. CL	N58°17'48"W	1007.80'
DSP-15	355+29.01 P.O.T. CL	S77°29'27"E	149.60'

**UMATILLA COUNTY ROAD DEPARTMENT**  
 8420 WESTGATE  
 PENDELTON, OREGON 97801  
 PHONE 541/278-3424

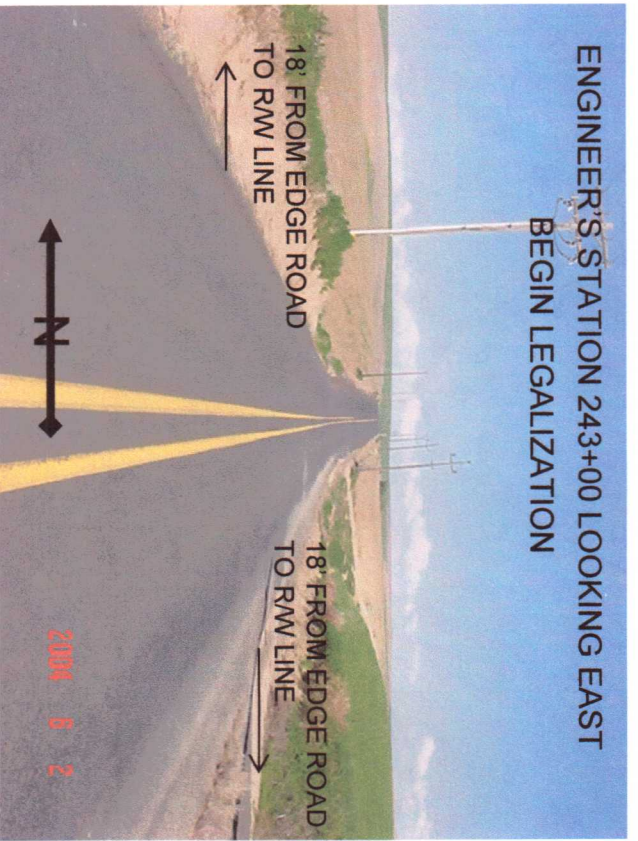
COUNTY ROAD NO. 1000 LEGALIZATION SURVEY  
 DESPAIN GULCH ROAD

LOCATED IN SECTIONS 23, 24, 25, AND 26  
 TOWNSHIP 4 NORTH, RANGE 30 E.W.M.  
 AND  
 SECTIONS 19 AND 30  
 TOWNSHIP 4 NORTH, RANGE 31 E.W.M.

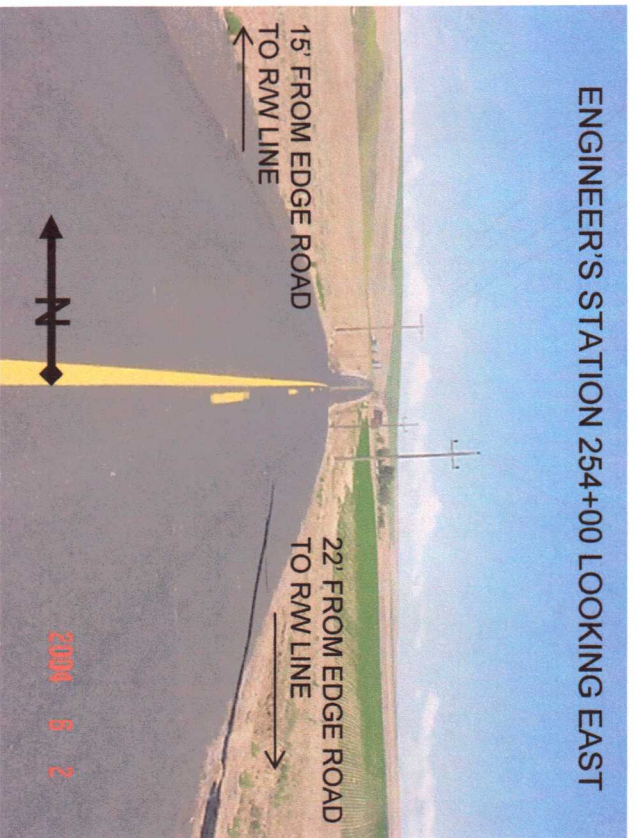
DATE OF SURVEY: MAY, 2004 SHEET 5 OF 5



ENGINEER'S STATION 243+00 LOOKING EAST  
BEGIN LEGALIZATION



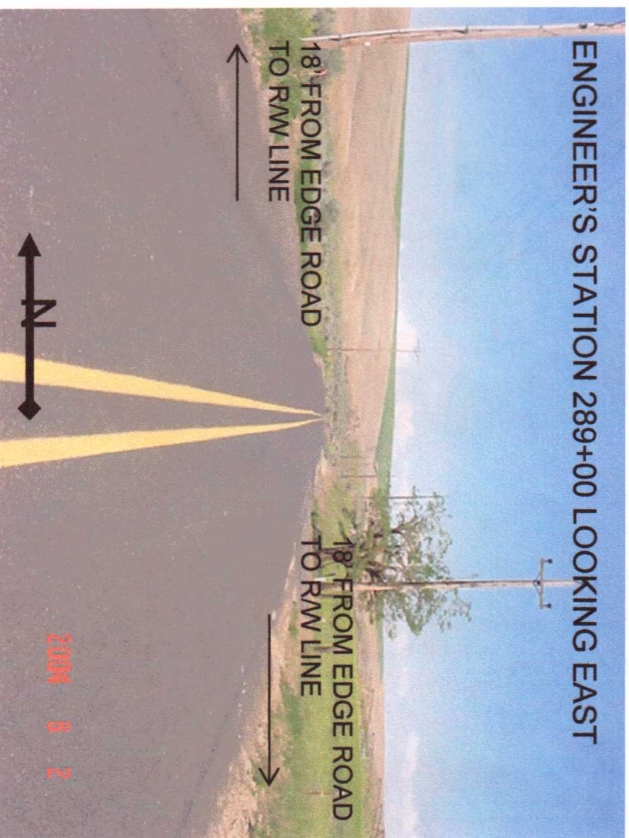
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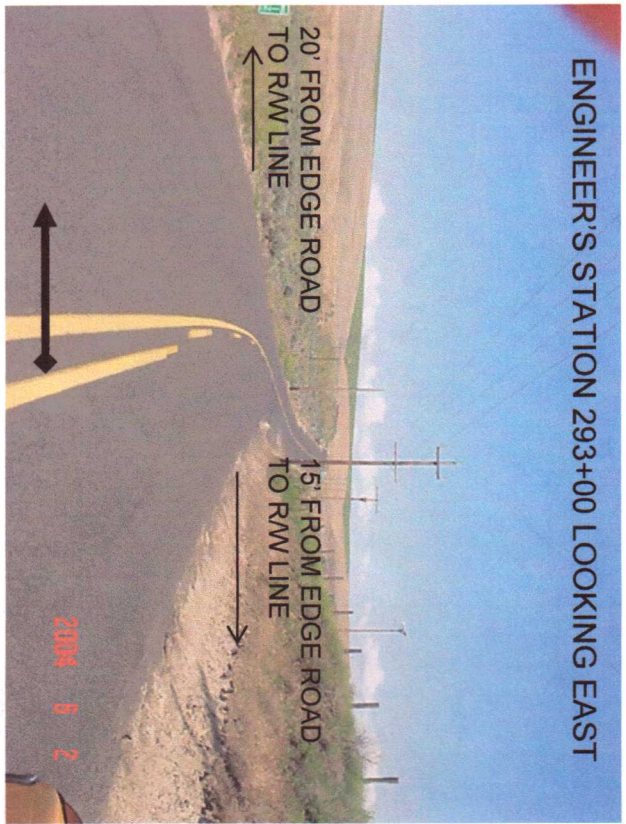


ENGINEER'S STATION 269+00 LOOKING EAST



ENGINEER'S STATION 289+00 LOOKING EAST

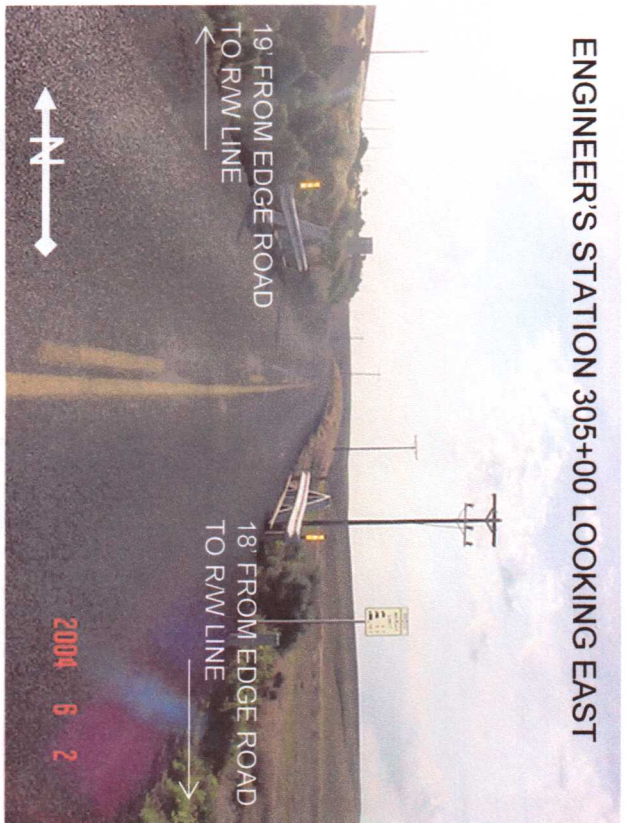




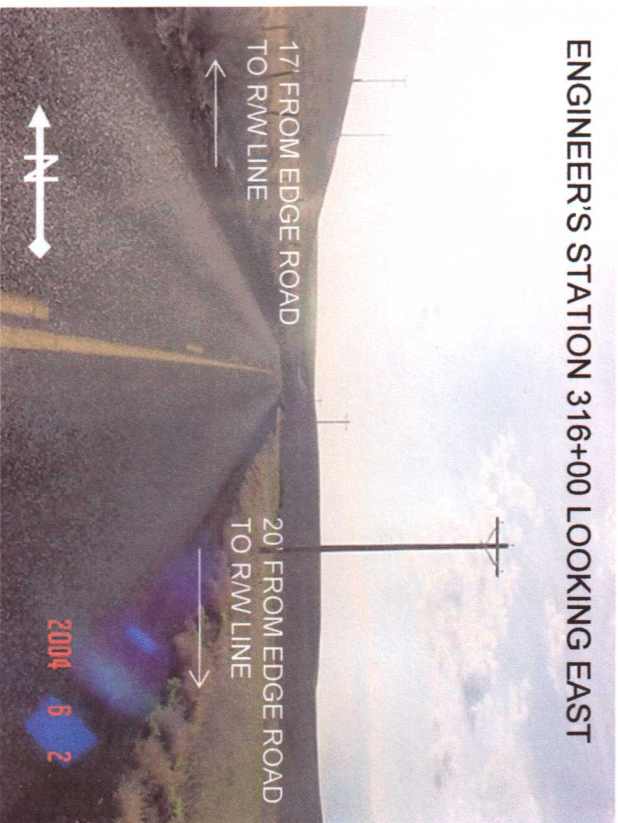
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ENGINEER'S STATION 310+00 LOOKING EAST

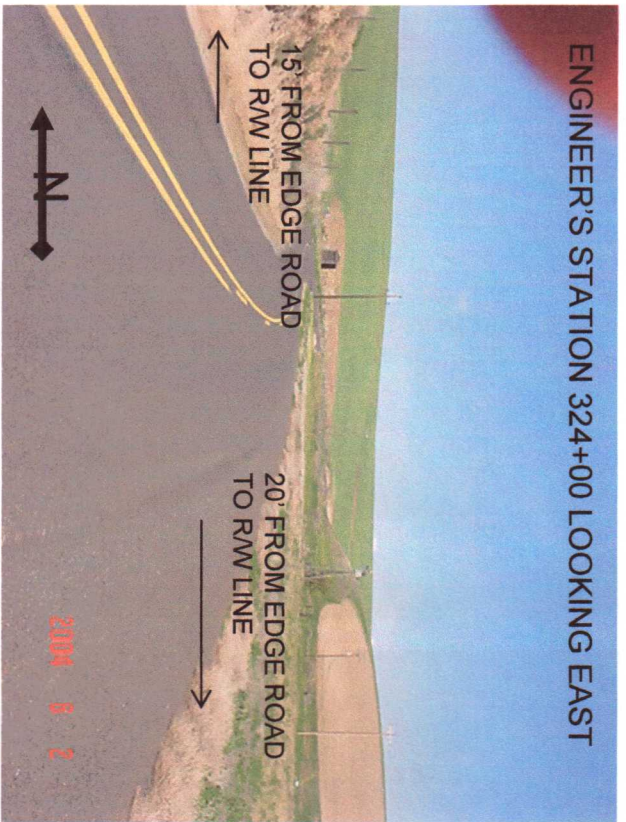


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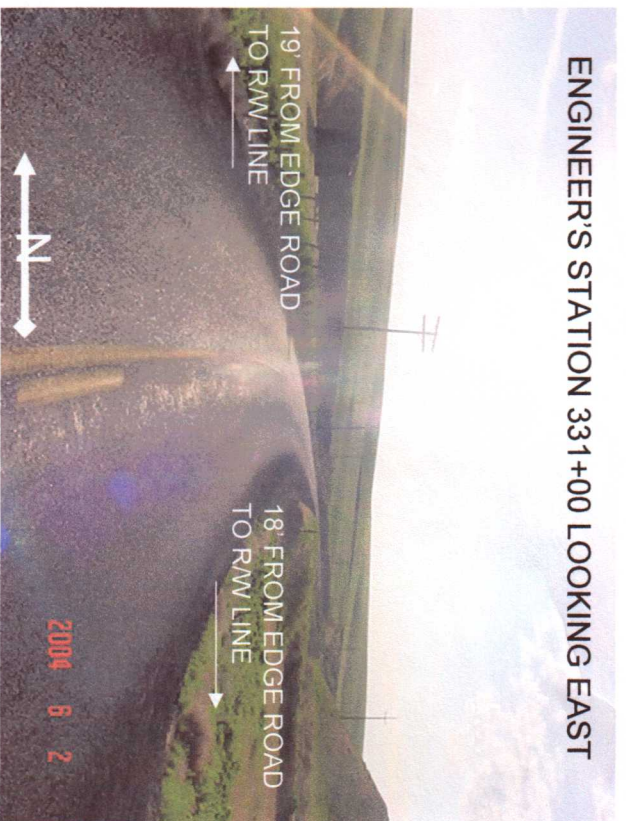


ENGINEER'S STATION 316+00 LOOKING EAST

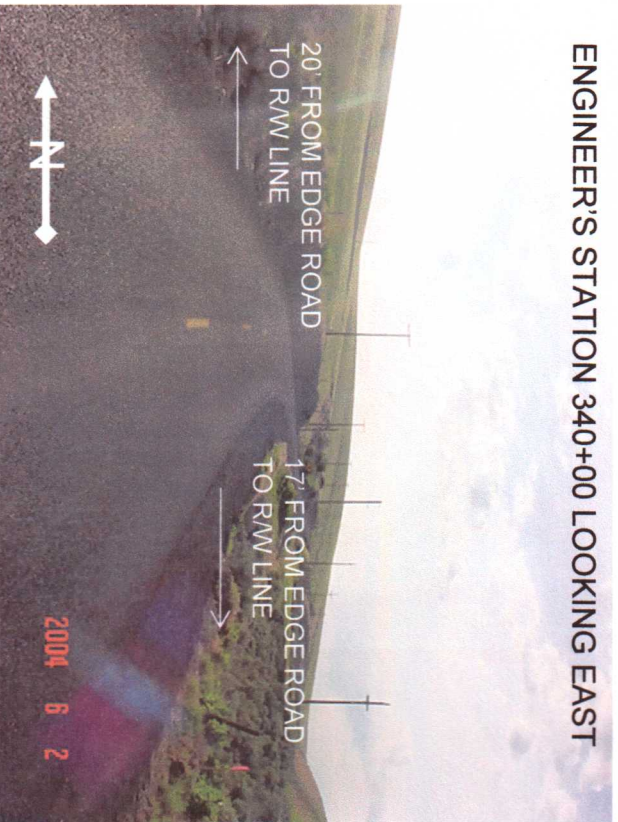
ENGINEER'S STATION 324+00 LOOKING EAST



ENGINEER'S STATION 331+00 LOOKING EAST



ENGINEER'S STATION 340+00 LOOKING EAST



ENGINEER'S STATION 352+00 LOOKING EAST  
END LEGALIZATION

