

CULP LANE LEGALIZATION  
COUNTY ROAD #1267

ROAD OFFICIAL'S REPORT

---

UMATILLA COUNTY  
DEPARTMENT OF PUBLIC  
WORKS

AUGUST 7, 2002

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# CULP LANE LEGALIZATION REPORT

## HISTORY

Culp Lane was established in 1911 and was originally numbered as County Road No. 729. It ran from the North  $\frac{1}{4}$  Corner of Section 25 south for 2 miles through the center of Sections 25 and 36 to the South  $\frac{1}{4}$  Corner of Section 36. In 1930, that portion of the road lying in the North  $\frac{1}{2}$  of Section 36 was vacated. That section of the road lying in Section 25 was never constructed, leaving the part of the road lying in the South  $\frac{1}{2}$  of Section 36 as the only traveled portion.

## GENERAL

It has been known for some time that the traveled portion of Culp Lane lies west of where it was originally established. Surveys dated in the early 1980's describe the road as lying entirely in the West  $\frac{1}{2}$  of the Southwest  $\frac{1}{4}$  of Section 36. Some earlier property surveys didn't address the road's existence at all and property corners were set on the road right-of-way centerline. Property owners in some areas on the east side of the road then built fences where the road centerline was, thus forcing the road to the west. Another problem is that there are several opinions among surveyors as to where the North-South Centerline of Section 36 (the road centerline) actually is.

## IMPACTS TO UTILITIES AND PROPERTY OWNERS

Every effort was made to include visible utilities (telephone pedestals and power poles) within the right-of-way shown on the survey for this legalization. In some instances it was not possible, due to the narrow width (40 feet) and the fact that there were utilities on both sides of the road. Some of the utilities will eventually have to be moved.

The east right-of-way line was positioned so as to not create any gaps between property lines and the road right-of-way. Near the north end of the road, this resulted in a portion of the traveled road lying west of the right-of-way shown on the survey for this legalization. The Public Works Department has determined that it would be preferable to re-construct a small portion of the road (move it east) in the correct location than to move the right-of-way farther west and create ownership gaps.

## STATUTES

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

RECOMMENDATION

The Public Works Department recommends that the road be legalized as shown on the attached survey map and as described in the final order.

Field Notes of County Road No. 729

I commence at the 1/4 section corner between Secs. 24 & 25 T. 5 N. R. 28 E., W. M. At a point 20 ft. E. and 20 ft. N. from aforesaid corner, I set a post, 4 ft. long, 4 ins. square, marked R. 729; dug pits, 18 X 18 X 12 ins., E. & S. of post, and raised mound of earth, 18 ins. high 4 ft. base around post.

Thence following the subdivisional section line south 5.40 chs. to irrigation ditch, course S. W. 31.30 chs. to pipe line, course N. E. 80.00 chs. to a point from which I set, to the left, 20 ft. distant, a post, 4 ft. long, 4 ins. square, marked 1 M; dug pits, 18 X 18 X 12 ins., E. and W. of post, and raised mound of earth, 18 ins. high, 4 ft. base, around post.

Thence continuing on subdivisional section line south 89.40 chs. to irrigation ditch 8 lks. wide course S. E. 159.30 chs. to the S. W. corner of the S. E. 1/4 of section 36 in said township and range from which I set, 20 ft. south and 20 ft. east a post, 4 ft. long, 4 ins. square, marked R. T. 729; dug pits N. and south of post, and raised mound of earth, 18 ins. high, 4 ft. base, around post.

I hereby certify that the foregoing field notes of County Road No. 729 are correct as surveyed by me on the 27<sup>th</sup> day of Oct. 1911.

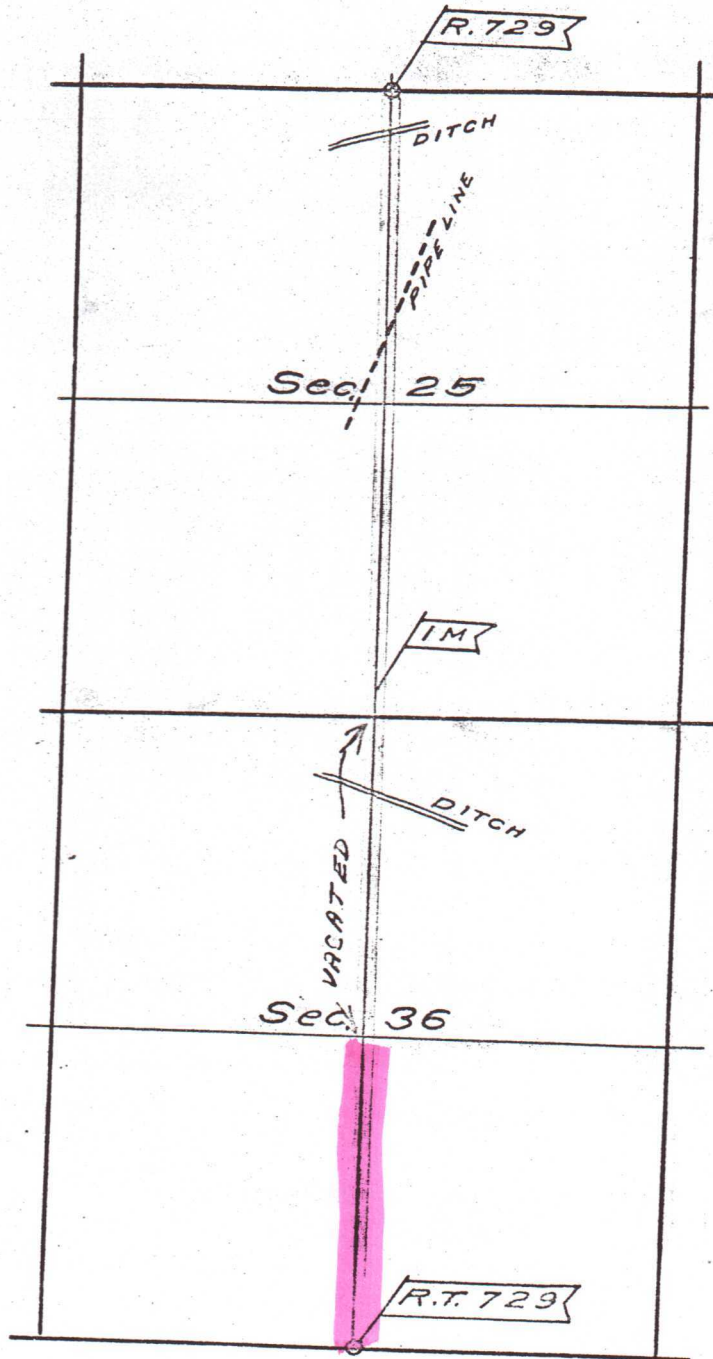
Geary Kimbrell  
Surveyor for Umatilla County, Oregon.

PLAT OF COUNTY ROAD No. 729

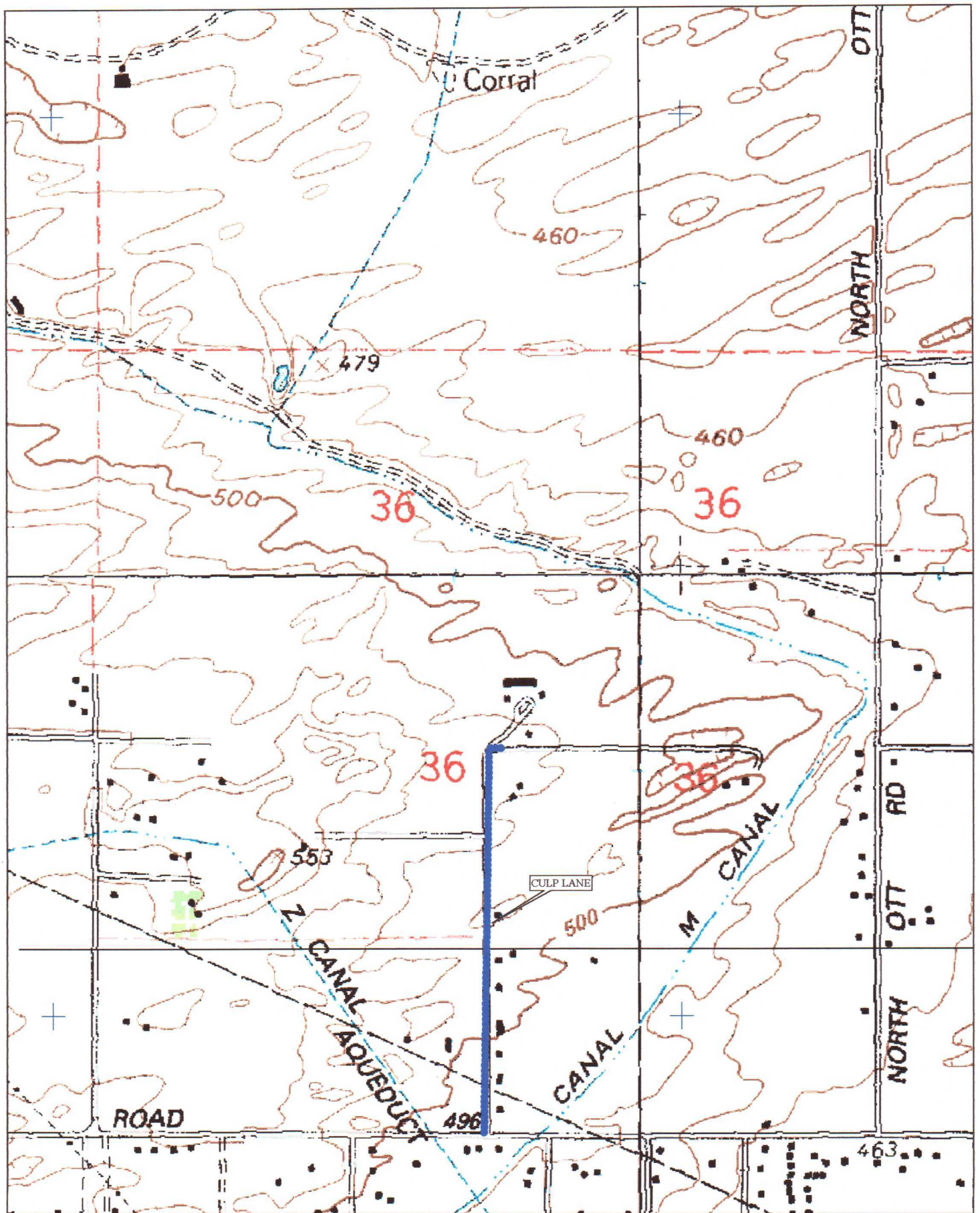
INT. 5 N. R. 28 E. W. M.

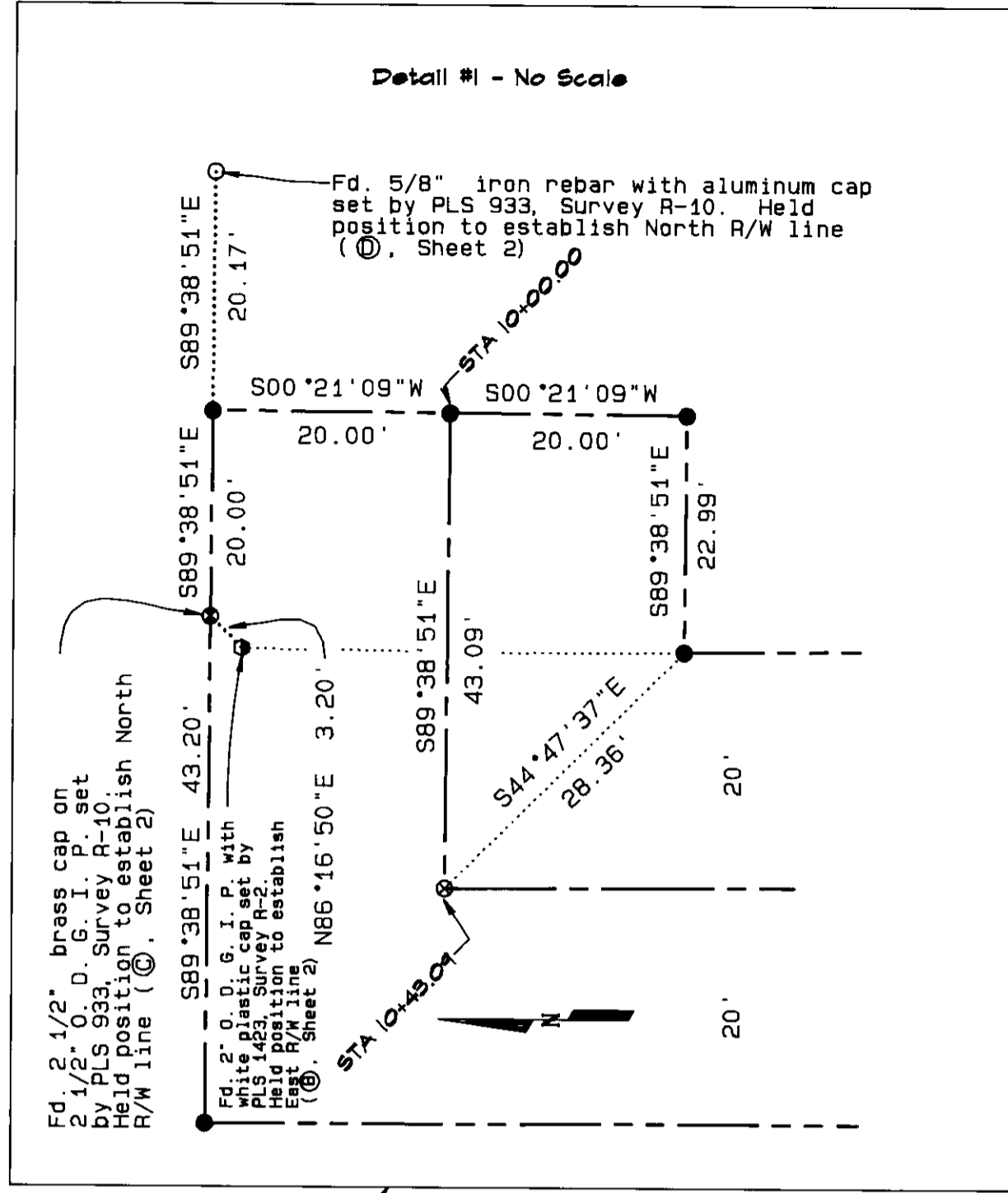
SURVEYED Oct. 27 1911

Scale 25 Chs. = 1 In.



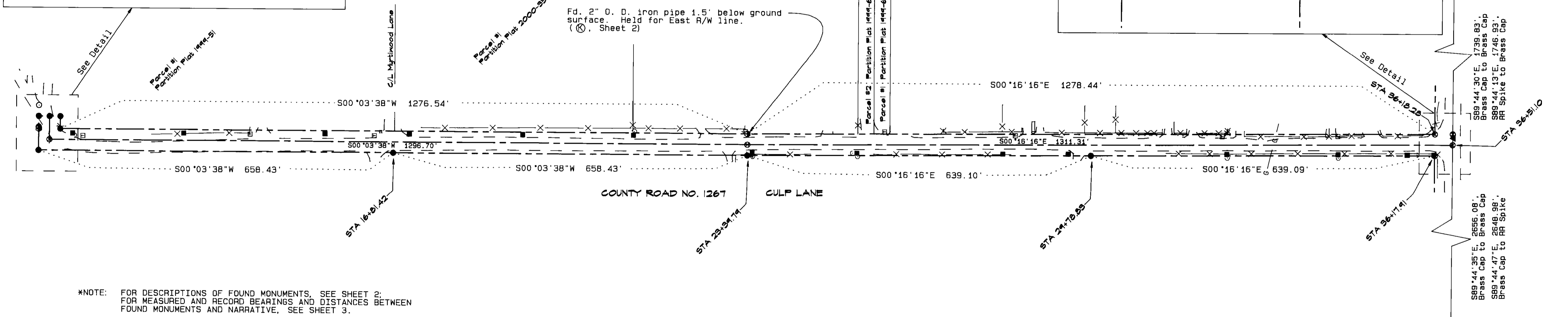
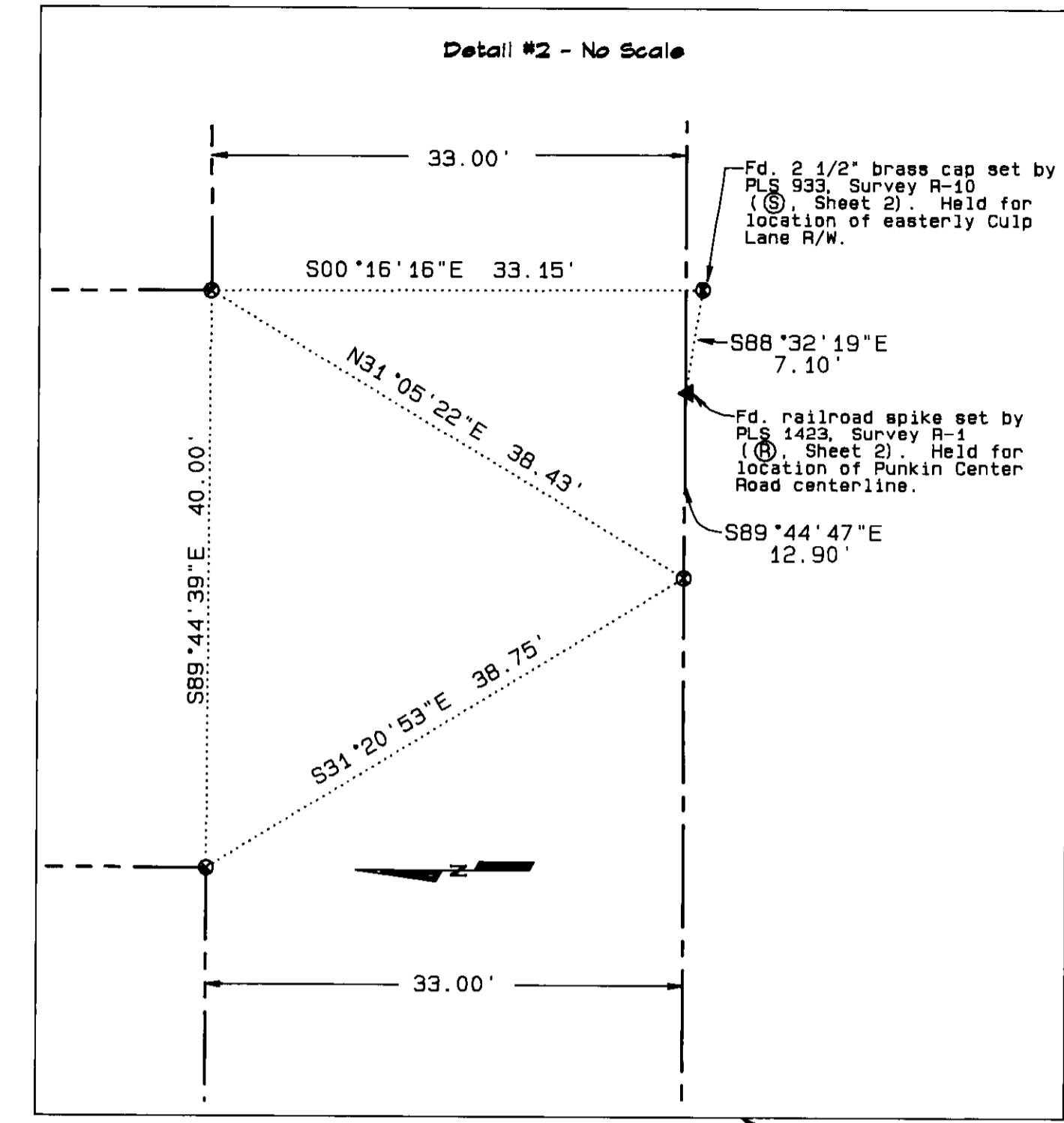
Geary Kimbrell  
County Surveyor





OREGON STATE PLANE COORDINATES  
 NAD '83 (91) OREGON NORTH ZONE 3601  
 INTERNATIONAL FEET

STATION	NORTHING	EASTING
10+00.00 CL	806,343.56	8,519,188.96
10+00.00, 20.00' RT	806,363.56	8,519,188.78
10+00.00, 20.00' LT	806,323.56	8,519,189.15
10+43.09 CL	806,343.16	8,519,145.88
10+43.09, 28.36' RT	806,362.97	8,519,125.59
10+43.09, 28.36' LT	806,323.35	8,519,166.16
16+81.42, 20.00' RT	805,704.65	8,519,135.04
23+39.79, CL	805,046.67	8,519,164.48
23+39.79, 20.00' RT	805,046.32	8,519,144.49
29+78.83, 20.00' RT	804,407.39	8,519,157.36
36+17.91, 20.00' RT	803,768.47	8,519,170.22
36+18.28, 20.00' LT	803,768.90	8,519,210.22
36+51.10 CL	803,735.69	8,519,190.89



\*NOTE: FOR DESCRIPTIONS OF FOUND MONUMENTS, SEE SHEET 2;  
 FOR MEASURED AND RECORD BEARINGS AND DISTANCES BETWEEN  
 FOUND MONUMENTS AND NARRATIVE, SEE SHEET 3.

OREGON STATE PLANE COORDINATES  
 NAD '83 (91) OREGON NORTH ZONE 3601  
 INTERNATIONAL FEET

FOUND MONUMENT	NORTHING	EASTING
A	806,369.81	8,519,148.10
B	806,363.12	8,519,165.59
C	806,363.37	8,519,168.78
D	806,363.74	8,519,208.94
E	805,703.02	8,519,174.41
F	805,673.51	8,519,174.84
G	805,673.66	8,519,194.63
H	805,260.46	8,519,190.13
I	805,260.53	8,519,201.05
J	805,051.60	8,519,147.06

OREGON STATE PLANE COORDINATES (CONTINUED)  
 NAD '83 (91) OREGON NORTH ZONE 3601  
 INTERNATIONAL FEET

FOUND MONUMENT	NORTHING	EASTING
K	805,047.01	8,519,184.48
L	805,045.25	8,519,184.11
M	804,842.17	8,519,187.31
N	804,812.12	8,519,188.34
O	804,782.15	8,519,188.94
P	804,446.82	8,519,161.87
Q	804,174.56	8,519,165.93
R	803,735.83	8,519,203.79
S	803,735.76	8,519,210.89
T	803,738.34	8,519,212.01
U	803,706.75	8,516,555.11
V	803,754.72	8,520,950.51
W	806,323.37	8,519,166.74
X	805,449.85	8,519,198.18
Y	804,573.46	8,519,197.60

Survey Records

R-1	Survey for M. M. Vernon by PLS 1423, Survey #85-70-A
R-2	Survey for Milton Culp by PLS 1423, Survey #96-149-A
R-3	Partition Plat #1997-33 by PLS 1423, Survey #97-185-B
R-4	Partition Plat #1997-46 by PLS 1423, Survey #97-244-B
R-5	Partition Plat #1998-19 by PLS 1423, Survey #98-131-B
R-6	Partition Plat #1999-51 by PLS 1423, Survey #99-272-B
R-7	Survey for Milton Culp by PLS 1423, Survey #99-302-B
R-8	Partition Plat #1999-60 by PLS 2850, Survey #99-309-B
R-9	Partition Plat #2000-35 by PLS 2850, Survey #00-163-B
R-10	Survey for Umatilla County Surveyor by PLS 933, Survey #88-27-B
R-11	Survey for H.U.D. by PLS 951, Survey #90-06-A
R-12	Survey for Bill Kindell by PLS 1538, Survey #0-1101-B
R-13	Survey for Ledbetters by PLS 1242, Survey #P-92-C
R-14	Survey for Umatilla County by PLS 951, Survey #95-59-B

LEGEND

- ⊙ CALCULATED POINT ONLY; NOTHING FOUND OR SET
- FOUND BRASS CAP MONUMENT AS NOTED
- FOUND IRON PIPE AS NOTED
- FOUND IRON PIN AS NOTED
- ▲ FOUND RAILROAD SPIKE AS NOTED
- SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPWD...LS 2627"
- POWER POLE
- ⊕ GUY ANCHOR
- TELEPHONE PEDESTAL
- G- BURIED GAS LINE
- T- BURIED TELEPHONE LINE
- - - - EDGE OF TRAVELED ROAD
- X- FENCE LINE
- - - - R/W CENTERLINE
- - - - R/W LINE

REGISTERED  
 PROFESSIONAL  
 LAND SURVEYOR  
 Gary R. Roberts  
 OREGON  
 JUL 20 1983  
 GARY R. ROBERTS  
 2627  
 RENEWS 12/31/2002

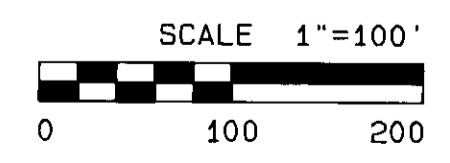
Umatilla County Road Department  
 3920 Westgate  
 Pendleton, Oregon 97801  
 Phone 541/278-5424

Culp Lane Legalization Survey  
 County Road No. 1267

Located in Section 36  
 Township 5 North, Range 28 E.W.M.

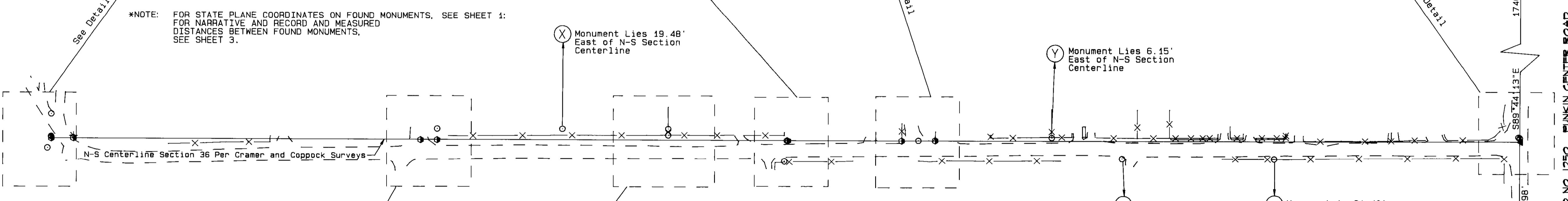
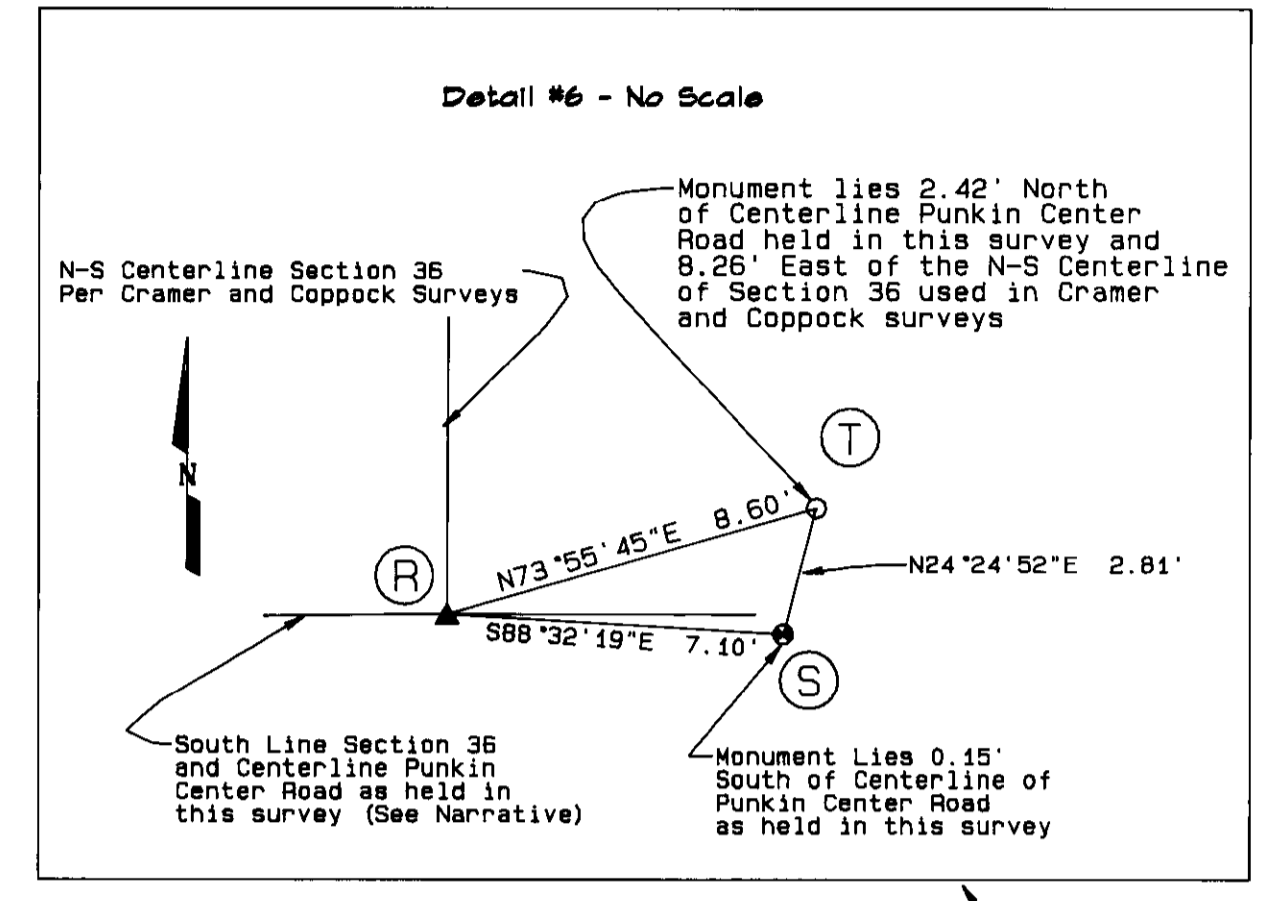
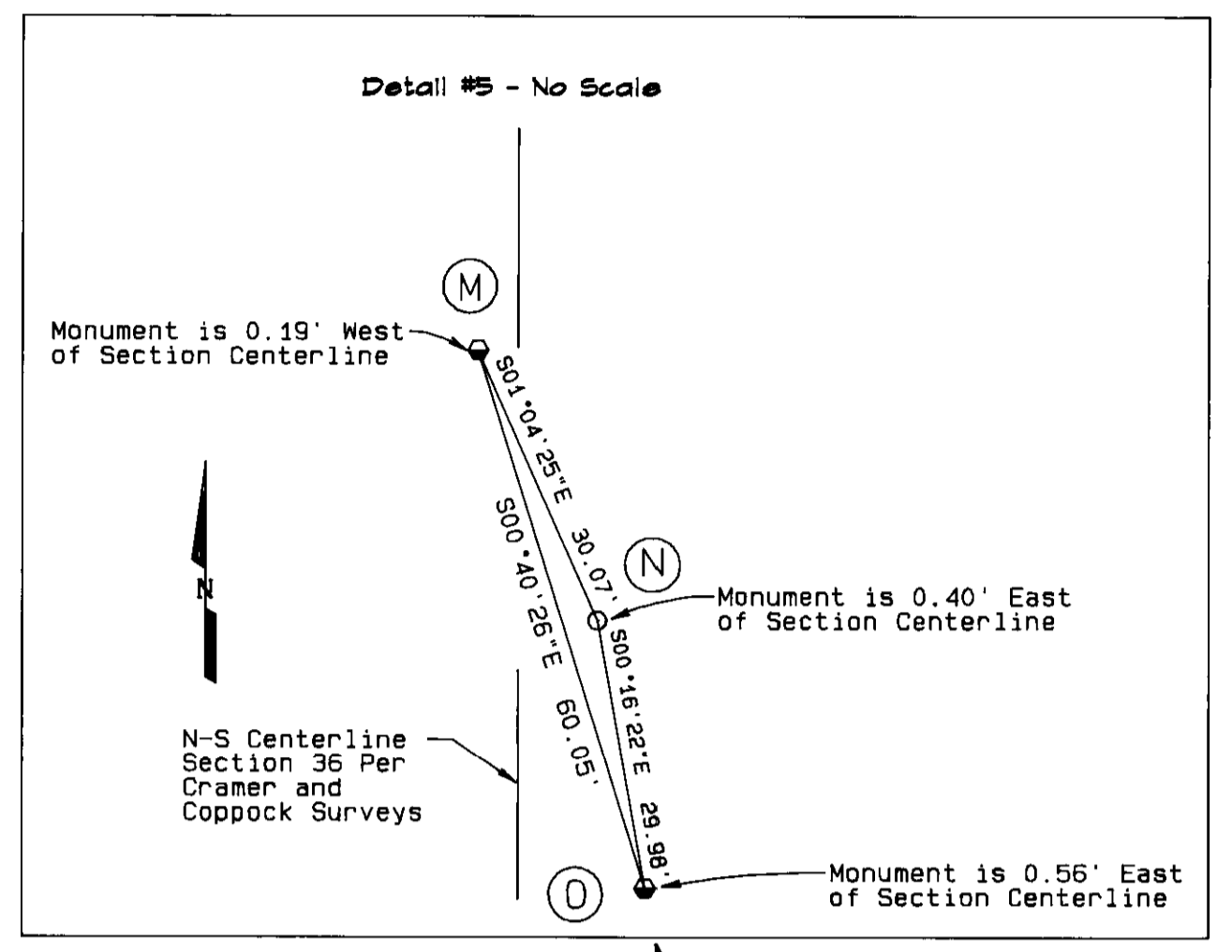
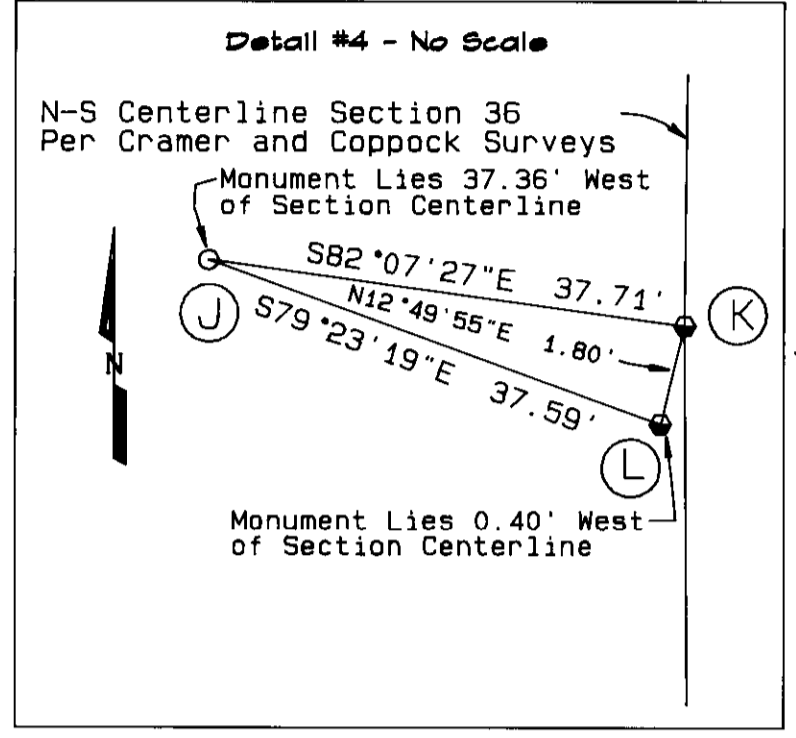
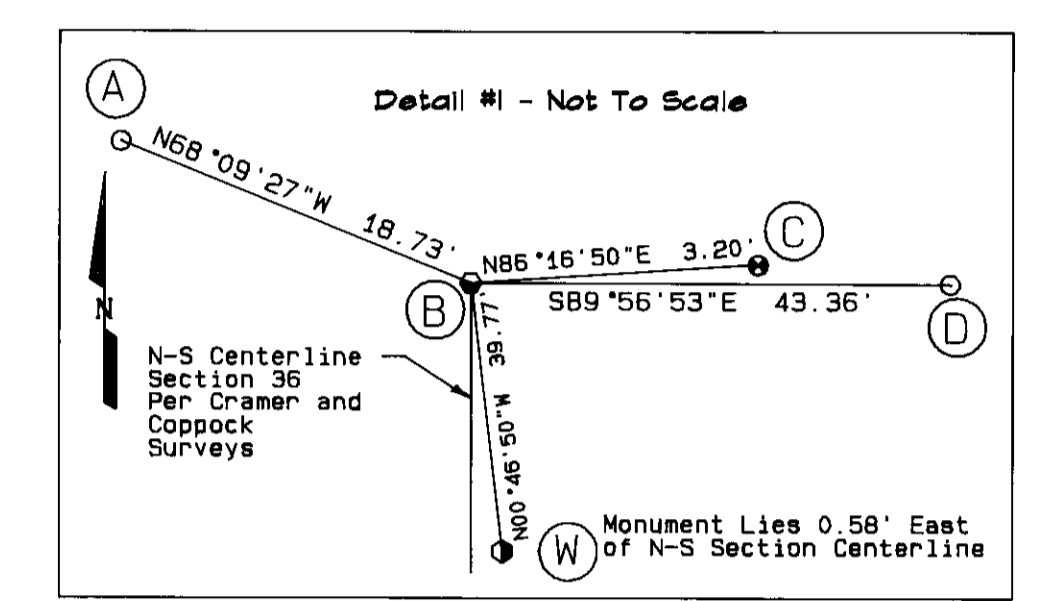
Date of Survey: May, 2002 Sheet 1 of 3

RECEIVED BY  
 Umatilla County Surveyor  
 Date 6-22  
 Rec'd By KR  
 No. 02-171-0

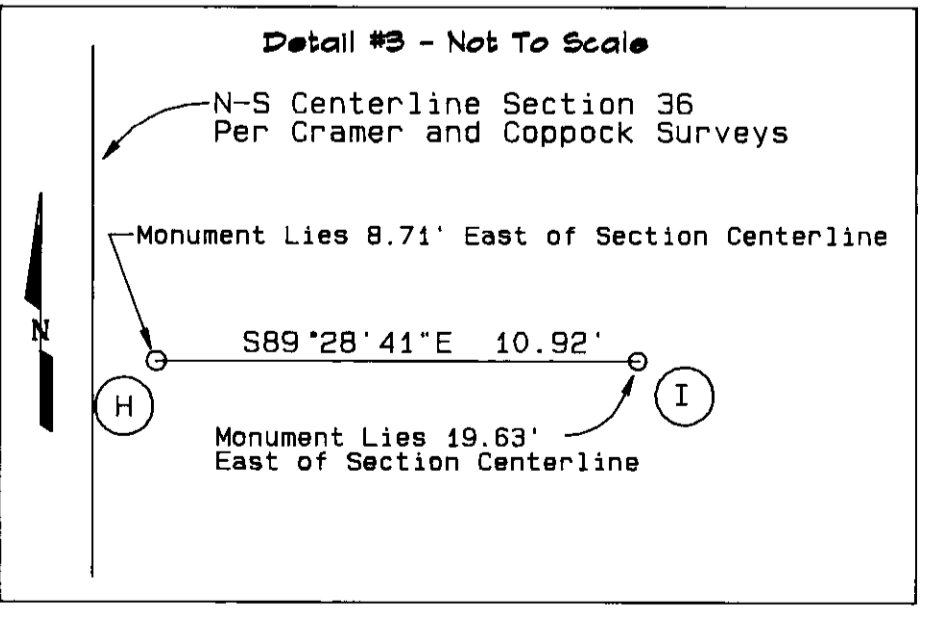
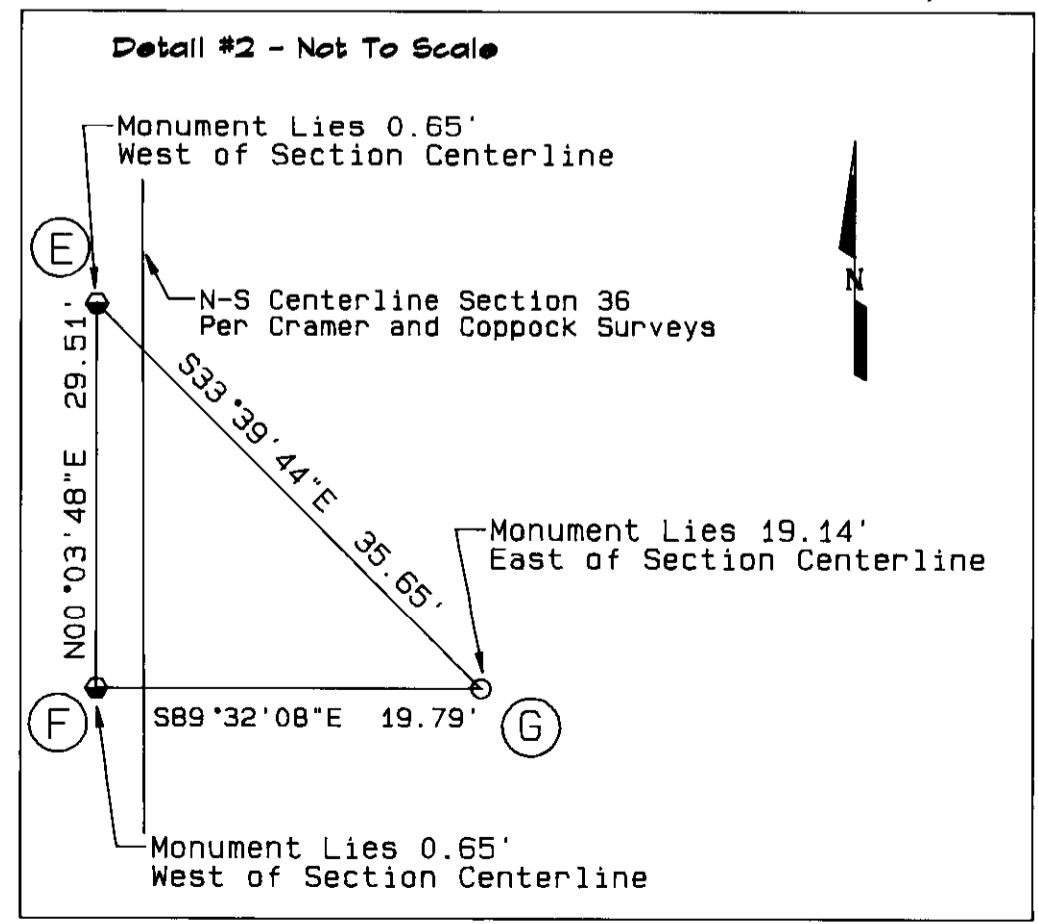




# FOUND MONUMENT DETAILS



\*NOTE: FOR STATE PLANE COORDINATES ON FOUND MONUMENTS, SEE SHEET 1: FOR NARRATIVE AND RECORD AND MEASURED DISTANCES BETWEEN FOUND MONUMENTS, SEE SHEET 3.



- ### LEGEND
- FOUND BRASS CAP MONUMENT AS NOTED
  - FOUND IRON PIPE AS NOTED
  - FOUND IRON PIN AS NOTED
  - ▲ FOUND RAILROAD SPIKE AS NOTED
  - SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPND...LS 2627"
  - POWER POLE
  - GUY ANCHOR
  - TELEPHONE PEDESTAL
  - G- BURIED GAS LINE
  - T- BURIED TELEPHONE LINE
  - - - EDGE OF TRAVELED ROAD
  - X- FENCE LINE
  - - - R/W CENTERLINE
  - - - R/W LINE



### Found Monument Descriptions

- Ⓐ Found 5/8" iron rebar set as Center 1/4 Corner section 36 by PLS 1242, Survey #P-92-C.
- Ⓑ Found 2" O.D. galvanized iron pipe with white plastic cap protruding 0.4" above ground set as Center 1/4 Corner Section 36 by PLS 1423, Survey #96-149-A.
- Ⓒ Found 2 1/2" brass cap on 2 1/2" O.D. galvanized iron pipe protruding 0.4" above ground, reset by PLS 933 as Center 1/4 Corner Section 36, Survey #88-27-B.
- Ⓓ Found 5/8" iron rebar with 1 1/2" aluminum cap 6" below road surface set by PLS 933, Survey #88-27-B.
- Ⓔ Found 1 1/2" O.D. galvanized iron pipe 6" below road surface set by PLS 1423, Survey #96-149-A.
- Ⓕ Found 1" square (outside) iron pipe protruding 1 foot above ground; no record found.
- Ⓖ Found 5/8" iron rebar with 1 1/2" yellow plastic cap marked "LS 2850...Coppock" set by PLS 2850 in Partition Plat 2000-35, Survey #00-163-B.
- Ⓗ Found 5/8" iron rebar, origin unknown, shown on Partition Plat 2000-35.
- Ⓙ Found 5/8" iron rebar with 1 1/2" yellow plastic cap marked "LS 2850" set by PLS 2850 in Partition Plat 2000-35, Survey #00-163-B.
- Ⓚ Found 1/2" smooth iron pin, origin unknown, shown on Survey #P-92-C.
- Ⓛ Found 2" O.D. iron pipe 1.5' below ground surface referred to in other surveys as the C-S 1/16th Corner Section 36 set by Kimbrell in surveys around 1910, though Kimbrell does not specifically state in his field notes that a pipe was set at this location.
- Ⓜ Found 2" galvanized iron pipe with white plastic cap protruding 1.8" above ground; no record found.
- Ⓝ Found 1" O.D. galvanized iron pipe set by PLS 1423, Survey #99-302-B.
- Ⓞ Found 5/8" iron rebar with unreadable yellow plastic cap set by PLS 2850 in Partition Plat 1999-60, Survey #99-309-B.
- Ⓟ Location of 1" O.D. pipe set by PLS 1423, Survey #99-302-B, determined by metal detector (monument is paved over).
- Ⓠ Found 1/2" iron rebar set by PLS 951, Survey #90-06-A.
- Ⓡ Found 1/2" iron rebar set by PLS 951, Survey #90-06-A.
- Ⓢ Found bent railroad spike set by PLS 1423, Survey #85-70-A, as the South 1/4 Corner of Section 36; measurements are to its point of entrance into the pavement.
- Ⓣ Found 2 1/2" brass cap in monument case 0.4" below road surface reset by PLS 933, Survey #88-27-B, at the South 1/4 Corner of Section 36.
- Ⓤ Found 5/8" iron rebar at road surface set by PLS 1242 at the South 1/4 Corner of section 36, Survey #P-92-C.
- ⓖ Found 2 1/2" brass cap 0.3" below pavement surface set by PLS 933, Survey #S-156-C, in place of a 1 1/2" inside diameter iron pipe with 1/2" iron pin (set by PLS 951) inside. The pipe has been referred to as Kimbrell's, though Kimbrell does not specifically state in his field notes that a pipe was set at this location.
- ⓗ Found 2 1/2" brass cap 5" below road surface set by PLS 933, Survey #S-156-C, in place of 3/4" iron pipe.
- Ⓢ Found 1 1/2" O.D. galvanized iron pipe protruding 6" above ground; no record found.
- Ⓣ Found 5/8" iron rebar with yellow plastic cap marked "LS 2850...Coppock"; no record found.
- Ⓤ Found 5/8" iron rebar; no record found.

### Survey Records

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R-13	Survey for Ledbetters by PLS 1242, Survey #P-92-C
R-14	Survey for Umatilla County by PLS 951, Survey #95-59-B

REGISTERED PROFESSIONAL LAND SURVEYOR  
 Gary R. Roberts  
 OREGON  
 JUL 20, 1988  
 2627  
 RENEWS 12/31/2002

Umatilla County Road Department  
 3420 Westgate  
 Pendleton, Oregon 97801  
 Phone 541/278-3424

Culp Lane Legalization Survey  
 County Road No. 1267

Located in Section 36  
 Township 5 North, Range 28 E.W.M.

Date of Survey: May, 2002 Sheet 2 of 3

RECEIVED BY  
 Umatilla County Surveyor  
 Date 6-02  
 Rec'd By [Signature]  
 No. 02-11-1

RECORD MEASUREMENTS BETWEEN FOUND MONUMENTS

LINE	MEASURED BEARING	MEASURED DISTANCE	RECORD BEARING	RECORD DISTANCE	SURVEY RECORD
R-V	S89°44'13"E	1746.93'		1746.8'	R-1
U-R	S89°44'47"E	2648.98'		2648.1'	R-1
K-R	S00°02'21"W	1311.39'	S00°01'33"W S00°02'35"E	1315.5' 1311.70'	R-1 R-8
K-E	N00°00'13"E	656.12'	NORTH N00°01'04"E N00°02'35"E	656.3' 656.3' 656.3'	R-2 R-3 R-5, R-6, R-7, R-9
E-B	N00°07'01"E	660.19'	NORTH N00°01'04"E N00°02'35"E N00°02'35"E	659.6' 660.35' 660.35' 661.21'	R-2 R-3 R-5, R-6 R-9
B-C	N86°16'50"E	3.20'	S89°32'18"E S89°30'08"E S89°30'08"E	3.26' 3.26' 3.26'	R-2 R-3 R-5, R-6
K-B	N00°03'38"E	1316.31'	N00°01'08"E N00°02'35"E	1316.65' 1317.70'	R-4 R-8, R-9
R-O	N00°04'12"E	1046.48'	N00°02'35"E	1046.7'	R-7
O-M	N00°40'26"W	60.05'	N00°02'35"E	60'	R-7
M-K	N00°05'27"E	204.87'	N00°02'35"E	204.9'	R-7
R-B	N00°02'59"E	2627.70'	N00°02'35"E	2629.40'	R-8, R-9
R-N	N00°03'37"E	1076.46'	N00°02'35"E	1076.695'	R-8
N-K	N00°03'29"W	234.93'	N00°02'35"E	235.005'	R-8, R-9
H-I	S89°28'41"E	10.92'	S89°40'29"E	11.04'	R-9
U-S	S89°44'35"E	2656.08'	S89°45'39"E	2656.10'	R-10
S-V	S89°44'30"E	1739.83'	S89°45'30"E	1739.83'	R-10
S-C	N00°02'07"W	2628.09'	N00°03'12"W	2627.60'	R-10
C-D	S89°38'51"E	40.17'	S89°30'08"E	40.00'	R-10
Q-P	N00°01'43"E	272.31'	NORTH	272.00'	R-11
U-T	S89°47'54"E	2657.23'	S89°50'12"E	2657.08'	R-13
T-A	N00°30'31"W	2632.40'	N00°32'35"W	2632.12'	R-13
U-V	S89°44'33"E	4395.91'	S89°43'43"E	4396.01'	R-14

Survey Narrative

This survey was performed to determine the location of County Road No. 1267, Culp Lane, in relation to existing section monuments and monument the road for legalization purposes, as the road has always lied west of where it is described in the road records. The adjacent property owners have begun proceedings to form a local improvement district, and monuments were not set in areas where road construction would destroy them. The north end of the "new" right-of-way as shown on Sheet 1 does not fully enclose the existing traveled road. If the L.I.D. is formed, the road will be reconstructed within the right-of-way limits shown. If the road is not rebuilt, County forces will move the traveled portion lying outside the limits shown back to the east.

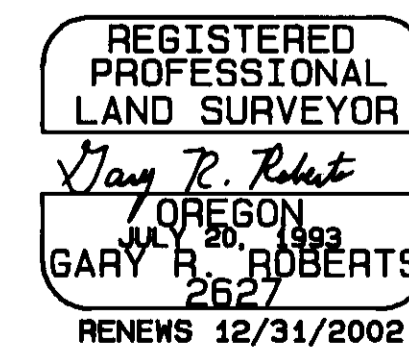
For the easterly right-of-way line, I held Krumbein's brass cap near the South 1/4 Corner, the iron pipe considered to be Kimbrell's at the C-S 1/16 Corner, and Cramer's galvanized pipe near the Center 1/4 Corner. This was done to ensure that the road right-of-way was far enough east to prevent creating any gaps between it and the property lines on the east side of the road. Using a line between these monuments also fit existing improvements the best of all the monuments found.

Because the right-of-way is so far west of where current monumentation shows the North-South Centerline of Section 36 to be, it was necessary to include the short east-west portion at the north end in order to keep from land-locking the parcel whose southwest corner is the Center 1/4 Corner. The right-of-way was continued easterly to what would have been the east line of the dedicated right-of-way based on monuments set by Krumbein, who surveyed the parcel (Survey No. 88-27-B).

There have been many different opinions on locations of G.L.O. and interior section subdivision corners in Section 36. This survey provides a location for County Road 1267 and it should also be noted that when doing property surveys in the area, surveyors should use Krumbein's brass cap at the Southwest Corner of Section 36 (a perpetuation of a pipe presumed to be Kimbrell's), Cramer's railroad spike near the South 1/4 Corner of Section 36, and the location of the Southeast Corner of Section 36 as shown on Surveys 97-123-C, 95-59-B, and 85-70-A for the location of the centerline of Punkin Center Road (Krumbein's brass cap at the closing corner between Sections 4 and 6, T. 4 North, Ranges 28 and 29 E.W.M. falls more or less on the same line). Undoubtedly other monuments will be used by some surveyors for section subdivision purposes. The description in the legalization order will be based from the Krumbein brass cap near the South 1/4 Corner.

This survey was performed using a Sokkia Radian GPS system operated in both static and RTK modes. Control points held for this survey were third-order station VORTAC, Wells' coordinates on the Northwest Corner of Section 16, T. 5 North, Range 28 E.W.M. (Survey 98-101-C), and Haddock's coordinates on the West 1/4 Corner of Section 9, T. 3 North, Range 29 E.W.M. (Survey 98-155-C); temporary hubs and tacks were set along the road for control. Normally I wouldn't use a third-order station for control, but the published coordinates for VORTAC matched the other two surveys and post-processing results against CORS stations in Spokane and Appleton, Washington after a 6-hour observation surprisingly well.

Bearings are true and based on rotating grid bearings 00°52'58" clockwise. To obtain grid distances, multiply those shown by the combined project scale and elevation factor of 0.99994469 used in this survey.



Umatilla County Road Department  
 3420 Westgate  
 Pendleton, Oregon 97801  
 Phone 541/278-5424

Culp Lane Legalization Survey  
 County Road No. 1267

Located in Section 36  
 Township 5 North, Range 28 E.W.M.

Date of Survey: May, 2002      Sheet 3 of 3

RECEIVED BY  
 Umatilla County Surveyor  
 Date 6-22  
 Rec'd By LR  
 No. 02-171-C



