

RIETH ROAD LEGALIZATION  
COUNTY ROAD #1300

ROAD OFFICIAL'S REPORT

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UMATILLA COUNTY  
DEPARTMENT OF PUBLIC  
WORKS

DATE: AUGUST 18, 1999



**Index**

Report..... 1,2  
Quadrangle Map..... 3  
1921 Right-of-way Map..... 4  
Road Survey..... 5,6

# RIETH ROAD LEGALIZATION REPORT

## HISTORY

Rieth Road was originally established in 1920 as the Stanfield to Pendleton Highway No. 6. The State of Oregon abandoned it to the County in 1957 when the new U.S. Highway 30 was constructed.

## Survey

A survey order dated February 24, 1997 was issued by the Board of Commissioners to survey and monument the portion of Rieth Road from Interstate 84 to Rieth, as it was determined that the existing road as traveled and used for more than 10 years did not match existing road records from Rieth to the transfer station and that the portion of the road from the transfer station to the freeway had never been monumented. The existing traveled road was located prior to the Road Department reconstructing the portion from the transfer station to Rieth. Property lying outside of the right-of-way location determined by survey prior to reconstruction that was needed for the recent road realignment has already been deeded to the County and is shown shaded in blue on the attached survey maps. The parcels shaded in orange are those not yet acquired. The green represents a 60-foot wide right-of-way based on the traveled road prior to realignment and is what would be legalized today.

## General

Attached to this report is a portion of the Pendleton quadrangle map showing the portion of the road (highlighted in yellow) represented by the survey. It was created from 1976 aerial photographs. Also attached is a portion of the 1921 right-of-way map showing the old highway location near where the present road is highlighted in yellow, the portion obtained from the Brogoitti's in 1974 for the freeway connection also highlighted in yellow, the portion of the old highway that was vacated in the 1970's after constructing the freeway connection highlighted in purple, the portion obtained from the Brogoitti's for the Murietta Road connection in 1974 highlighted in pink, and the portion of the old highway that is near the existing Murietta Road also highlighted in pink. A comparison of the quadrangle map and the old right-of-way map show only minor changes in the old highway's alignment

## Impacts to Utilities and Property Owners

Pacific Power and Light Company and U.S. West are the only companies with utilities in the vicinity. Legalizing the road as shown should have no adverse impacts on them. Likewise, there should be no adverse impacts to abutting property owners.

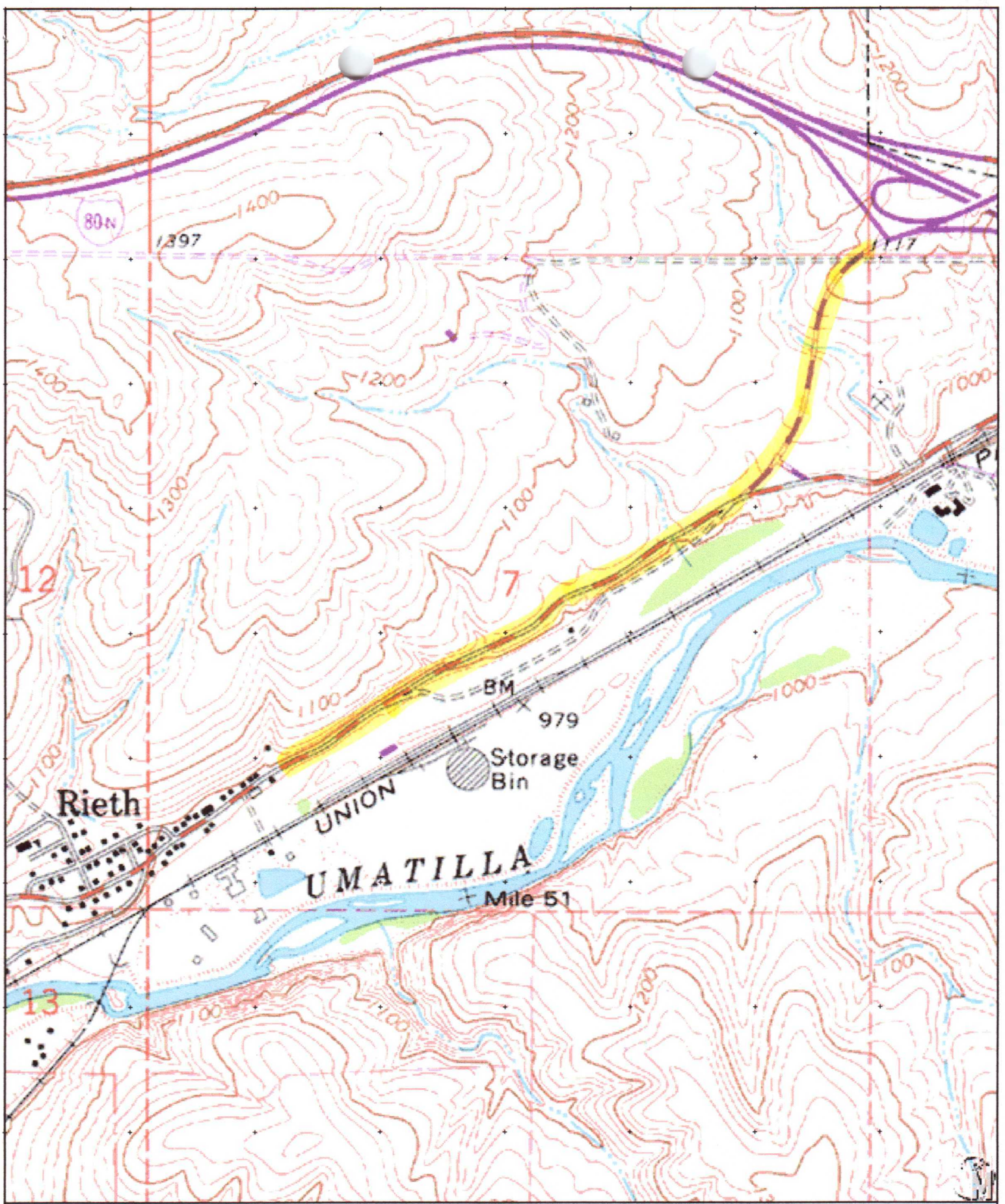
## Statutes

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 map and as described in the final order.





Name: PENDLETON  
Date: 7/8/99  
Scale: 1 inch equals 1000 feet

Location: 045° 40' 00.9" N 118° 51' 32.9" W



T. 2 N. R. 31 E.  
T. 2 N. R. 32 E.

RIETH

Old Highway location  
(1921)

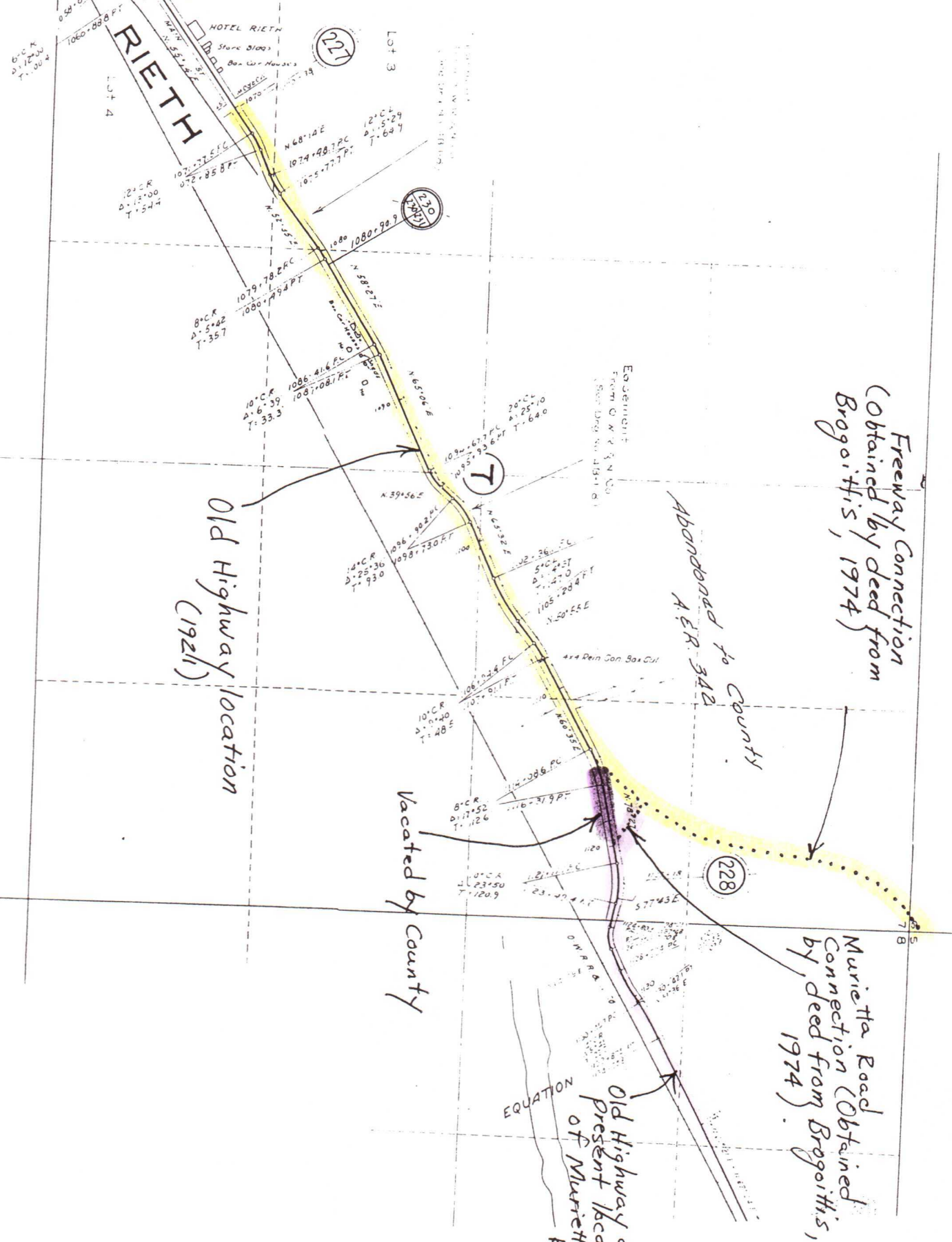
located by County

Old Highway and  
present location  
of Marietta Road

Abandoned to County  
A.R. 342

Freeway Connection  
(Obtained by deed from  
Brogoit's, 1974)

Marietta Road  
Connection (Obtained  
by deed from Brogoit's,  
1974)





**Narrative of Survey**

This survey was performed at the request of the Umatilla County Board of Commissioners to monument a portion of Rieth Road (County Road #1300) as it existed prior to 1998 (before reconstruction) for legalization purposes and to monument that area affected by the reconstruction for right-of-way acquisition purposes.

Haddock performed a 1998 survey (CS#98-10-B) for Blue Mountain Lumber Products in which he surveyed the edges of the existing road (before reconstruction) and provided the County with curve and line data which matches that shown on his map. Wells has performed two recent land partition surveys along this section of road (Partition Plat #1998-39, CS#98-216-B, for John Brogoitti, and Partition Plat #1996-05, CS#96-33-B, for Balfour Consulting, Inc.). In his 1996 plat, Wells tied in the existing pavement on the road in front of the property he was surveying (now Pendleton Sanitary Service, Inc.) in order to establish the southeasterly line of the property, as we could find no road records showing the legal location of the road at that time. Since then, a spiral alignment has been shown that was established via a deed from O. Jay Brogoitti to Umatilla County, dated July 10, 1974, that runs southwesterly along most of the property frontage and that is the alignment shown on this map. Using it instead of Wells' alignment actually makes very little difference in square footage of the property, and it appears that Umatilla County will need to acquire some right-of-way from Pendleton Sanitary Service anyway. In any case, Wells states on his map that the northerly right-of-way line of the road as he shows it should be considered approximate. All of the pins he set along the road in his 1996 survey have been destroyed in the construction of the Transfer Station and the reconstruction of the county road. County road reconstruction has also destroyed many of the monuments along the road set by Haddock, CS#98-10-B. Wells used the spiral alignment shown on this map for his 1998 Partition for Brogoitti and his monuments are shown.

A closed loop traverse was run from the brass cap at the Northeast Corner of Section 7 through the brass caps at the Center of Section 7 and the centerline intersection of Morrow and Main Streets in Rieth, and back. It was determined that a better fit to found monuments set by Wells and Haddock would be obtained by using a point to point traverse from the Northeast Corner of Section 7 to the Morrow Street/Main Street monument and adjusting to the City of Pendleton Grid coordinates provided by Haddock (and verified by calculations from his map). The only monument tied that did not fit reasonably well was the 5/8-inch rebar set by Wells at the East edge of Rieth (Station #67) in his GPS survey for photo control for the City of Pendleton and Umatilla County (CS#96-55-G). The northings are identical, but my easting is 0.49 foot greater than his. His values are based on converting from State Plane Coordinates as he explains in his narrative, and he states that differences between converted coordinates and published City values of 0.2 to 0.3 can be expected in the Rieth area, which might explain some of the discrepancy.

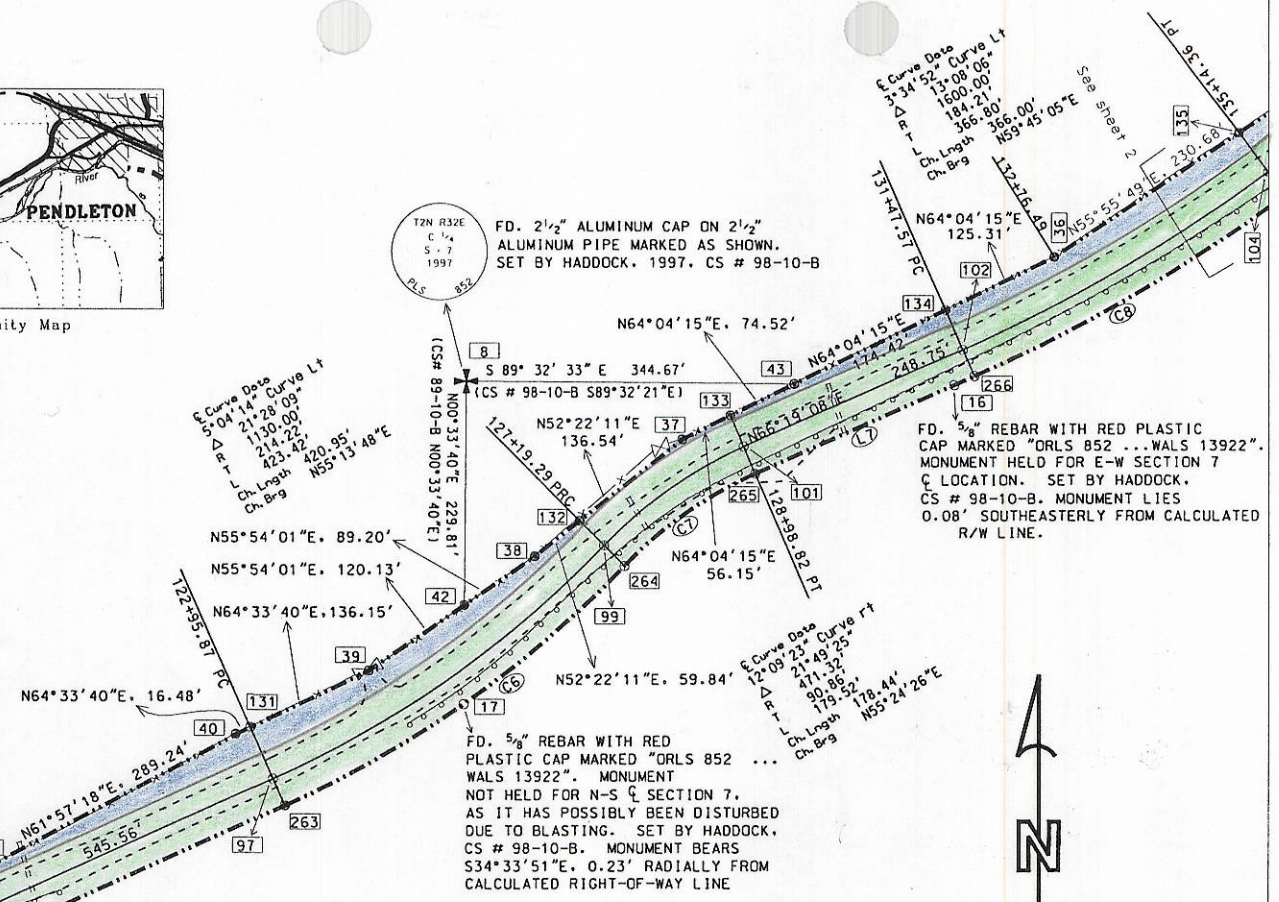
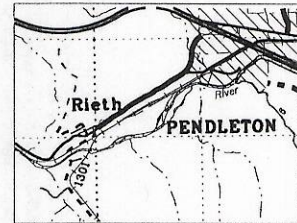
The bearing base used for this survey is S49°30'05"W from the brass cap at the Northeast Corner of Section 7 to the brass cap at the Morrow Street/Main Street intersection, from City of Pendleton Grid coordinates calculated from CS#98-10-B by Haddock. His bearing base was from City of Pendleton Grid coordinates published for the monuments at the Northeast and Southeast Corners of Section 7. The coordinate base for this survey is also City of Pendleton Grid.

Some centerline points were monumented with P-K nails only and some were left out entirely, due to the fact that road construction and chip sealing is not yet completed. It is anticipated that the right-of-way centerline will be monumented at a future date when construction is complete and an additional map will be filed. It is important to note that the legalization proceeding will establish the right-of-way 30 feet on each side of the centerline shown. Before using this map for right-of-way location, surveyors and others should check to make sure the deeds for the remaining widths have been recorded.

I set some iron pins and caps some time ago intending to use them as traverse points for this survey (which I did). The caps on these pins are stamped differently from the caps on the pins I set for the right-of-way monuments (see legend).

This survey was performed with a 2-person crew using a Wild T-16 one-minute theodolite and a Wild DI-5 EDM.

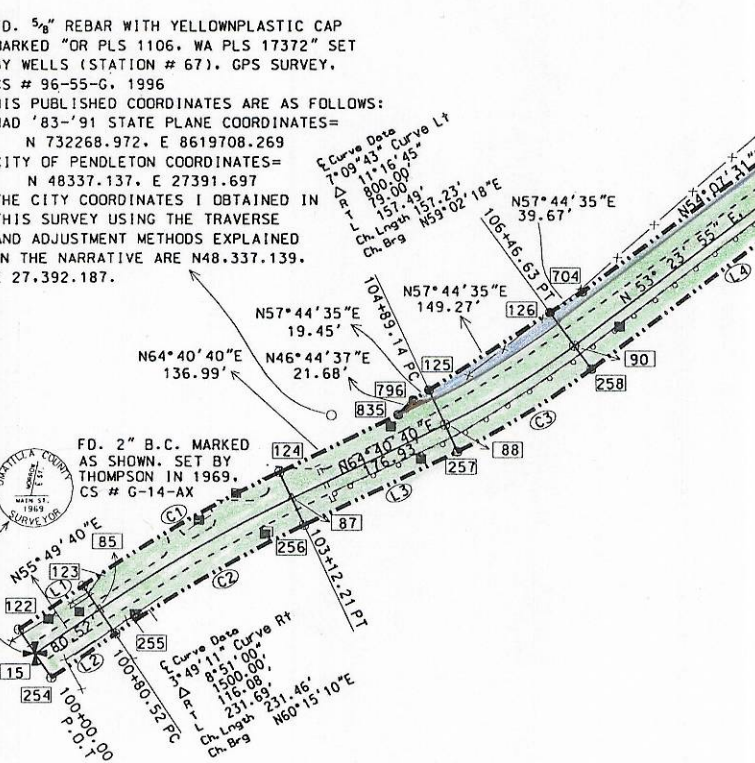
LOCAL DATUM COORDINATES			
POINT #	STATION AND OFFSET	NORTHING	EASTING
15	100+00.00 C MONUMENT MORROW ST	48091.69	27083.05
122	100+00.00 30.00' LT	48116.51	27066.20
254	100+00.00 30.00' RT	48066.87	27099.90
85	100+80.52 PC C	48136.91	27149.66
123	100+80.52 PC 30.00' LT	48161.73	27132.81
255	100+80.52 PC 30.00' RT	48112.09	27166.52
87	103+12.21 PT C	48251.76	27350.63
124	103+12.21 PT 30.00' LT	48278.88	27337.79
256	103+12.21 PT 30.00' RT	48224.64	27363.46
835	104+49.20 30.00' LT	48337.47	27461.62
796	104+69.83 36.68' LT	48352.33	27477.41
88	104+89.14 PC C	48327.43	27510.56
125	104+89.14 PC 40.40' LT	48362.71	27493.86
257	104+89.14 PC 30.00' RT	48300.32	27523.39
90	106+46.63 PT C	48408.33	27645.38
126	106+46.63 PT 42.42' LT	48442.38	27620.09
258	106+46.63 PT 30.00' RT	48384.24	27663.27
704	106+86.18 39.41' LT	48463.55	27633.64
91	110+16.65 PC C	48628.95	27942.44
127	110+16.65 PC 35.22' LT	48657.22	27921.44
259	110+16.65 PC 30.00' RT	48604.86	27960.33
93	110+87.57 PT C	48668.35	28001.37
128	110+87.57 PT 37.97' LT	48700.92	27981.85
260	110+87.57 PT 30.00' RT	48642.61	28016.79
670	115+27.53 39.56' LT	48928.40	28358.45
672	116+13.43 49.80' LT	48981.33	28426.87
94	116+81.39 PC C	48973.55	28510.76
129	116+81.39 PC 41.62' LT	49009.25	28489.37
261	116+81.39 PC 30.00' RT	48947.81	28526.18
96	117+50.31 PT C	49005.33	28571.87
130	117+50.31 PT 37.22' LT	49039.33	28556.71
262	117+50.31 PT 30.00' RT	48977.94	28584.09
41	119+90.87 37.35' LT	49137.43	28776.35
40	122+79.40 57.58' LT	49273.42	29031.62
97	122+95.87 PC C	49227.54	29070.12
131	122+95.87 PC 57.98' LT	49280.50	29046.51
263	122+95.87 PC 30.00' RT	49200.14	29082.34
39	124+39.02 52.68' LT	49338.98	29169.46



FD. 5/8" REBAR WITH YELLOW PLASTIC CAP MARKED "OR PLS 1106, WA PLS 17372" SET BY WELLS (STATION # 67), GPS SURVEY, CS # 96-55-G, 1996

HIS PUBLISHED COORDINATES ARE AS FOLLOWS:  
 NAD '83-'91 STATE PLANE COORDINATES=  
 N 732268.972, E 8619708.269  
 CITY OF PENDLETON COORDINATES=  
 N 48337.137, E 27391.697

THE CITY COORDINATES I OBTAINED IN THIS SURVEY USING THE TRAVERSE AND ADJUSTMENT METHODS EXPLAINED IN THE NARRATIVE ARE N48°33'139", E 27,392.187.



LOCAL DATUM COORDINATES (CONT.)			
POINT #	STATION AND OFFSET	NORTHING	EASTING
42	125+65.04 51.87' LT	49406.33	29268.93
38	126+57.66 42.64' LT	49456.34	29342.79
99	127+19.29 PRC C	49467.60	29415.91
132	127+19.29 PRC 36.06' LT	49492.87	29390.19
264	127+19.29 PRC 30.00' RT	49446.58	29437.31
37	128+46.56 35.72' LT	49576.24	29498.32
101	128+48.82 PT C	49568.91	29562.80
133	128+48.82 PT 34.81' LT	49600.79	29548.82
265	128+48.82 PT 30.00' RT	49541.44	29574.85
43	129+73.28 37.74' LT	49633.38	29615.84
102	131+47.57 PC C	49668.82	29790.61
134	131+47.57 PC 44.58' LT	49709.64	29772.70
266	131+47.57 PC 30.00' RT	49641.35	29802.65
36	132+76.49 44.45' LT	49764.44	29885.39
104	135+14.36 PT C	49853.19	30106.77
135	135+14.36 PT 50.55' LT	49893.66	30076.48
DESCRIPTION			
17	HADDOCK MONUMENT	49304.12	29268.10
16	HADDOCK MONUMENT	49632.05	29781.67
8	C 1/2 CORNER SECTION 7	49636.13	29271.18

\* SEE SHEET 2 OF 2 FOR LINE AND CURVE TABLES

- LEGEND**
- ⊕ FOUND BRASS CAP AS NOTED
  - ⊕ SET RR SPIKE W/PUNCH MARK STAMPED "LS2627"
  - ⊕ SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UMA. CO. R.D. .... LS 2627"; TRAVERSE POINT ONLY
  - ⊕ FOUND MONUMENT AS NOTED
  - ⊕ SET 5/8" X 30" IRON REBAR WITH PLASTIC CAP MARKED "U C P W D. .... LS 2627"
  - ⊕ CALCULATED POINT - NO MONUMENT SET
  - ⊕ P-K NAIL
  - ⊕ POWER POLE
  - ⊕ TELEPHONE PEDESTAL
  - - - FENCE
  - - - GATE
  - - - RIGHT-OF-WAY LINE
  - - - CENTERLINE
  - - - EDGE OF PAVEMENT OR GRAVEL
  - ⊕ WATER VALVE
  - ⊕ FIRE HYDRANT
  - ⊕ LUMINAIRE POLE
  - ⊕ GUARDRAIL
  - ⊕ CULVERT PIPE

REGISTERED PROFESSIONAL LAND SURVEYOR  
 GARY R. ROBERTS  
 JULY 20, 1993  
 RENEWS 12-31-00

**UMATILLA COUNTY ROAD DEPT**  
 3920 Westgate  
 Pendleton, Oregon 97801

Survey for:  
**Legislation & R/W Acquisition**  
 County Road # 1300

Located:  
 Section 7 Township 2 North, Range 32 East of the  
 Willamette Meridian

Survey By: Gary Roberts	Drawn By: Jeanne Gorham	Checked By: Gary Roberts
Scale: 1" = 100'	Date: April, 1999	Sheet: 1 of 2

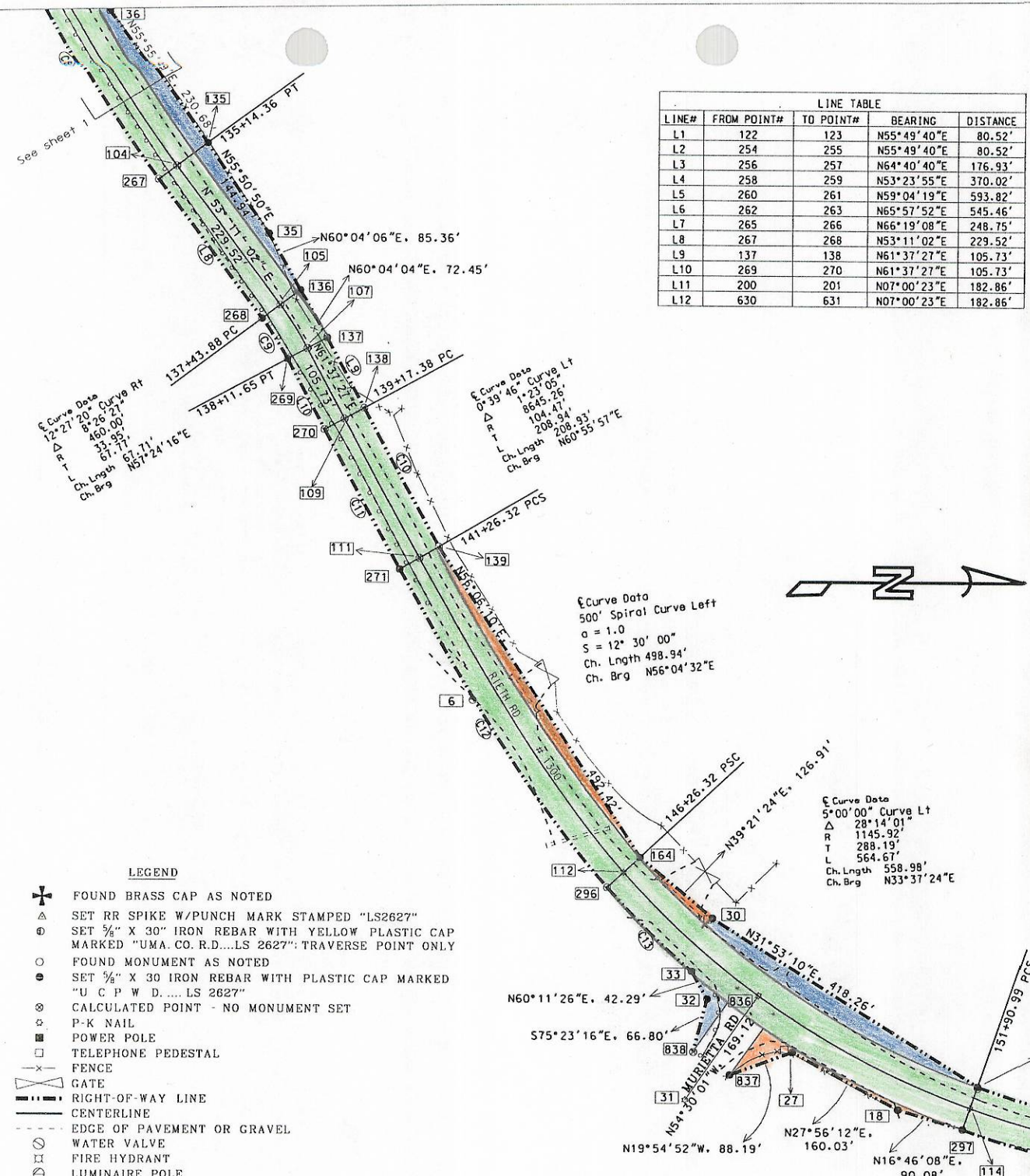


LINE#	FROM POINT#	TO POINT#	BEARING	DISTANCE
L1	122	123	N55°49'40"E	80.52'
L2	254	255	N55°49'40"E	80.52'
L3	256	257	N64°40'40"E	176.93'
L4	258	259	N53°23'55"E	370.02'
L5	260	261	N59°04'19"E	593.82'
L6	262	263	N65°57'52"E	545.46'
L7	265	266	N66°19'08"E	248.75'
L8	267	268	N53°11'02"E	229.52'
L9	137	138	N61°37'27"E	105.73'
L10	269	270	N61°37'27"E	105.73'
L11	200	201	N07°00'23"E	182.86'
L12	630	631	N07°00'23"E	182.86'

Right of Way Centerline Description

Beginning of a brass cap marking the intersection of the centerlines of Main Street (Rieth Road) and Morrow Street, as shown on the Plat of the Town of Doris, which bears S54°41'04"W, 2678.29 feet from a brass cap marking the Center of Section 7, Township 2 North, Range 32 East of the Willamette Meridian, said monument being assigned Engineer's Station 100+00.00 P.O.T.; thence N55°49'40"E, 80.52 feet; thence 231.69 feet along a 1500.00-foot radius curve right (the chord bears N60°15'10"E, 231.46 feet); thence N64°40'40"E, 176.93 feet; thence 157.49 feet along an 800.00-foot radius curve left (the chord bears N59°02'18"E, 157.23 feet); thence N53°23'55"E, 370.02 feet; thence 70.92 feet along a 716.20-foot radius curve right (the chord bears N56°14'07"E, 70.89 feet); thence N59°04'19"E, 593.82 feet; thence 68.93 feet along a 572.96-foot radius curve right (the chord bears N62°31'06"E, 68.88 feet); thence N65°57'52"E, 545.56 feet; thence 423.42 feet along an 1130.00-foot radius curve left (the chord bears N55°13'48"E, 420.95 feet); thence 179.52 feet along a 471.32-foot radius curve right (the chord bears N55°24'26"E, 178.44 feet); thence N66°19'08"E, 248.75 feet; thence 366.80 feet along a 1600.00-foot radius curve left (the chord bears N59°45'05"E, 366.00 feet); thence N53°11'02"E, 229.52 feet; thence 67.77 feet along a 460.00-foot radius curve right (the chord bears N57°24'16"E, 67.71 feet); thence N61°37'29"E, 105.73 feet; thence 208.94 feet along an 8645.26-foot radius curve left (the chord bears N60°55'57"E, 208.93 feet); thence 500.00 feet along a spiral curve left (a=1.0, S=12°30'00", chord bears N56°04'30"E, 498.94 feet); thence 564.67 feet along an 1145.92-foot radius curve left (the chord bears N33°37'24"E, 558.98 feet); thence 500.00 feet along a spiral curve left (a=1.0, S=12°30'00", chord bears N11°10'17"E, 498.94 feet); thence N07°00'23"E, 182.86 feet; thence 400.00 feet along a spiral curve right (a=2.0, S=16°00'00", chord bears N12°20'10"E, 398.62 feet); thence 400.00 feet along a 716.20-foot radius curve right (the chord bears N39°00'23"E, 394.82 feet); thence 41.76 feet along a spiral segment right (a=2.0, S=3°09'54", chord bears N56°37'07"E, 41.75 feet) to a point on the Umatilla County/Oregon Department of Transportation jurisdiction boundary line. Said point bears N67°02'32"W, 139.12 feet from a brass cap marking the Northeast Corner of Section 7, Township 2 North, Range 32 East of the Willamette Meridian, is assigned Engineer's Station 167+15.61 P.O.S., and is the terminus of this description.

POINT #	STATION AND OFFSET	NORTHING	EASTING
104	135+14.36 PT	49853.19	30106.77
135	135+14.36 PT 50.55' LT	49893.66	30076.48
267	135+14.36 PT 30.000' RT	49829.17	30124.75
35	136+59.14 43.61' LT	49974.86	30196.54
105	137+43.88 PC	49990.73	30290.51
136	137+43.88 PC 33.38' LT	50017.45	30270.51
268	137+43.88 PC 30.00' RT	49966.71	30308.49
107	138+11.65 PT	50027.20	30347.56
137	138+11.65 PT 30.00' LT	50053.60	30333.30
269	138+11.65 PT 30.00' RT	50000.81	30361.81
109	139+17.38 PC	50077.45	30440.58
138	139+17.38 PC 30.00' LT	50103.85	30426.33
270	139+17.38 PC 30.00' RT	50051.06	30454.84
111	141+26.32 PCS	50178.96	30623.20
139	141+26.32 PCS 30.00' LT	50205.00	30608.31
271	141+26.32 PCS 30.00' RT	50152.92	30638.09
112	146+26.32 PSC	50457.42	31037.21
164	146+26.32 PSC 30.00' LT	50479.63	31017.03
296	146+26.32 PSC 30.00' RT	50435.22	31057.38
30	147+56.85 41.34' LT	50577.75	31097.51
33	147+81.14 30.00' RT	50549.67	31167.40
32	148+19.33 45.26' RT	50570.69	31204.10
838	148+43.68 106.81' RT	50553.84	31268.74
836	148+71.12 POC	50640.08	31199.49
31	148+71.12 POC 169.12' RT	50541.87	31337.18
837	148+98.55 107.43' RT	50602.33	31304.09
27	149+48.72 37.18' RT	50685.24	31274.05
18	151+03.80 37.73' RT	50826.62	31349.02
114	151+90.99 PCS	50922.88	31346.73
165	151+90.99 PCS 30.00' LT	50932.90	31318.45
297	151+90.99 PCS 30.00' RT	50912.87	31375.01
115	156+90.99 PT	51412.37	31443.40
200	156+90.99 PT 30.00' LT	51416.03	31413.62
630	156+90.99 PT 30.00' RT	51408.71	31473.17
116	158+73.85 PS	51593.87	31465.70
201	158+73.85 PS 30.00' LT	51597.53	31435.93
631	158+73.85 PS 30.00' RT	51590.21	31495.48
117	162+73.85 PSC	51983.28	31550.87
226	162+73.85 PSC 30.00' LT	51995.00	31523.25
656	162+73.85 PSC 30.00' RT	51971.55	31578.48
119	166+73.85 PCS	52290.09	31799.37
227	166+73.85 PCS 30.00' LT	52314.66	31782.16
657	166+73.85 PCS 30.00' RT	52265.51	31816.57
26	167+15.61 POS	52313.06	31834.23
140	166+96.88 POS 30.00' LT	52328.09	31802.01
141	167+36.13 POS 30.00' RT	52297.78	31866.98
502	SECTION CORNER 6/5/7/8	52258.79	31962.34
1	OSHD R/W PIN	52257.20	31953.99
4	WELLS PIN	51348.70	31405.29
3	WELLS PIN	51408.24	31412.70
5	TRAVERSE POINT	50932.99	31320.30
6	TRAVERSE POINT	50251.86	30808.38



- LEGEND**
- ✚ FOUND BRASS CAP AS NOTED
  - ⊙ SET RR SPIKE W/PUNCH MARK STAMPED "LS2627"
  - ⊙ SET 3/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UMA. CO. R.D. ... LS 2627"; TRAVERSE POINT ONLY
  - FOUND MONUMENT AS NOTED
  - ⊙ SET 3/8" X 30" IRON REBAR WITH PLASTIC CAP MARKED "U C P W D. ... LS 2627"
  - ⊙ CALCULATED POINT - NO MONUMENT SET
  - ⊙ P-K NAIL
  - ⊙ POWER POLE
  - ⊙ TELEPHONE PEDESTAL
  - ⊙ FENCE
  - ⊙ GATE
  - ⊙ RIGHT-OF-WAY LINE
  - ⊙ CENTERLINE
  - ⊙ EDGE OF PAVEMENT OR GRAVEL
  - ⊙ WATER VALVE
  - ⊙ FIRE HYDRANT
  - ⊙ LUMINAIRE POLE
  - ⊙ GUARDRAIL
  - ⊙ CULVERT PIPE

CURVE #	FROM POINT #	TO POINT #	R	Δ	L	CH. BRG.	CH. DIST.
C1	123	124	1530.00'	8°51'00"	236.33'	N60°15'10"E	236.09'
C2	255	256	1470.00'	8°51'00"	227.06'	N60°15'10"E	226.83'
C3	257	258	830.00'	11°16'45"	163.39'	N59°02'18"E	163.13'
C4	259	260	686.20'	5°40'24"	67.95'	N56°14'07"E	67.92'
C5	261	262	542.96'	6°53'33"	65.32'	N62°31'06"E	65.28'
C6	263	264	1160.00'	21°28'09"	434.66'	N55°13'48"E	432.12'
C7	264	265	441.32'	21°49'25"	168.10'	N55°24'26"E	167.08'
C8	266	267	1630.00'	13°08'06"	373.68'	N55°55'49"E	372.86'
C9	268	269	430.00'	8°26'27"	63.35'	N57°24'16"E	63.29'
C10	138	139	8615.26'	1°23'05"	208.21'	N60°55'57"E	208.21'
C11	270	271	8675.26'	1°23'05"	209.66'	N60°55'57"E	209.66'
C12	271	296			506.54'	N56°02'54"E	505.47'
C13	296	33	1175.92'	7°44'29"	158.88'	N43°52'10"E	158.76'
C14	165	200			493.46'	N11°08'38"E	492.41'
C15	297	630			506.54'	N11°11'52"E	505.46'
C16	201	226			408.38'	N12°23'26"E	406.95'
C17	631	656			391.62'	N12°16'45"E	390.27'
C18	226	227	746.20'	32°00'00"	416.76'	N39°00'23"E	411.36'
C19	656	657	686.20'	32°00'00"	383.25'	N39°00'23"E	378.28'
C20	227	140			23.97'	N55°55'07"E	23.97'
C21	657	141			59.87'	N57°22'29"E	59.85'

REGISTERED PROFESSIONAL LAND SURVEYOR  
 OREGON  
 JULY 20, 1993  
 GARY R. ROBERTS  
 2627  
 RENEWS 12-31-00

**UMATILLA COUNTY ROAD DEPT**  
 3920 Westgate  
 Pendleton, Oregon 97801

Survey for:  
**Legation & R/W Acquisition**  
 County Road # 1300

Located:  
 Section 7 Township 2 North, Range 32 East of the Willamette Meridian

Survey By: Gary Roberts  
 Drawn By: Jeanne Gorham  
 Checked By: Gary Roberts

Scale: 1" = 100'  
 Date: April, 1999  
 Sheet: 2 of 2

FOUND 3/8" REBARS WITH YELLOW PLASTIC CAPS MARKED "OR PLS 1106 ... WA PLS 17372" SET BY WELLS CS# 98-216-B, FOR BROGOTTI. MONUMENTS ARE ON CALCULATED R/W LINE.

FD. 1 1/2" ALUMINUM CAP ON 3/8" SMOOTH IRON ROD MARKED "OREGON STATE HWY. DEPT." SET IN WEST PENDLETON INTERCHANGE SURVEY BY WENDELL SCHARTZ, 1984