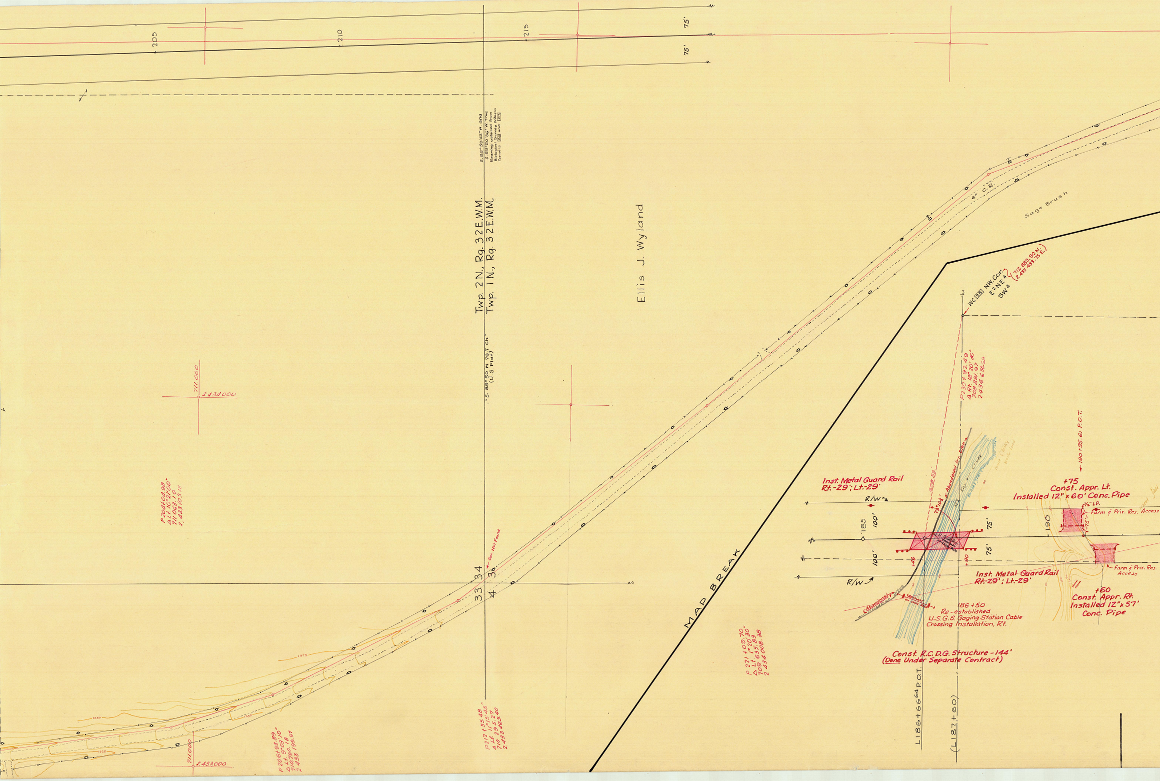
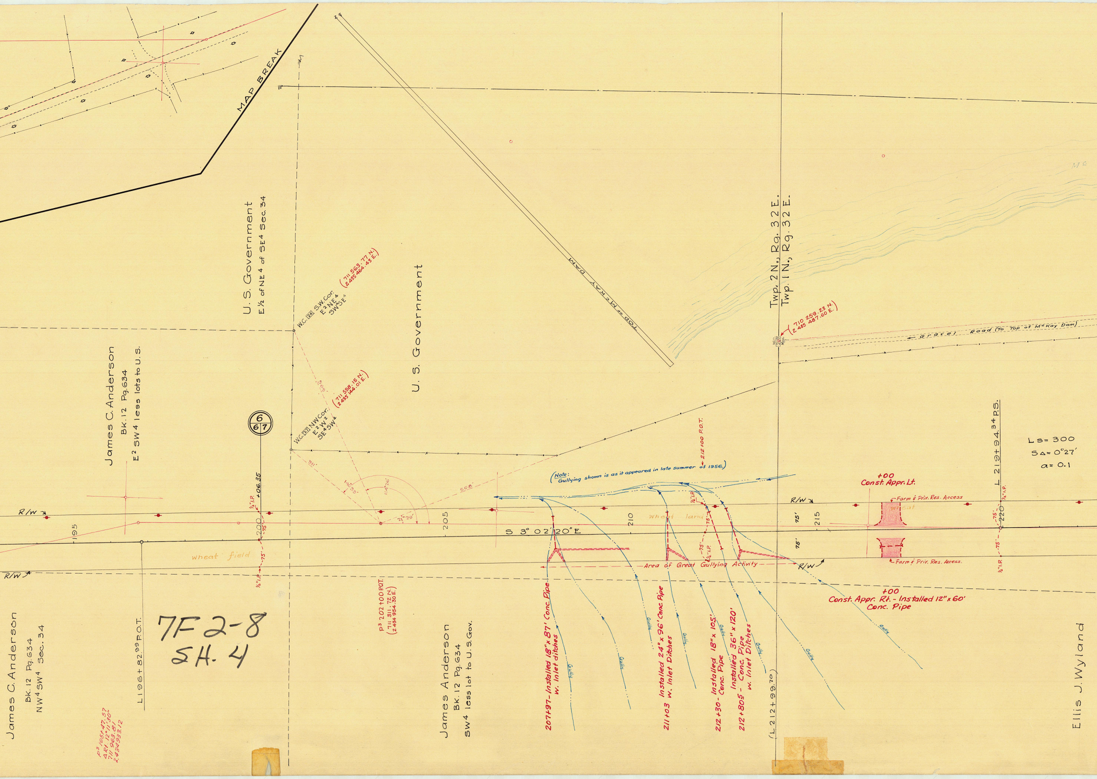
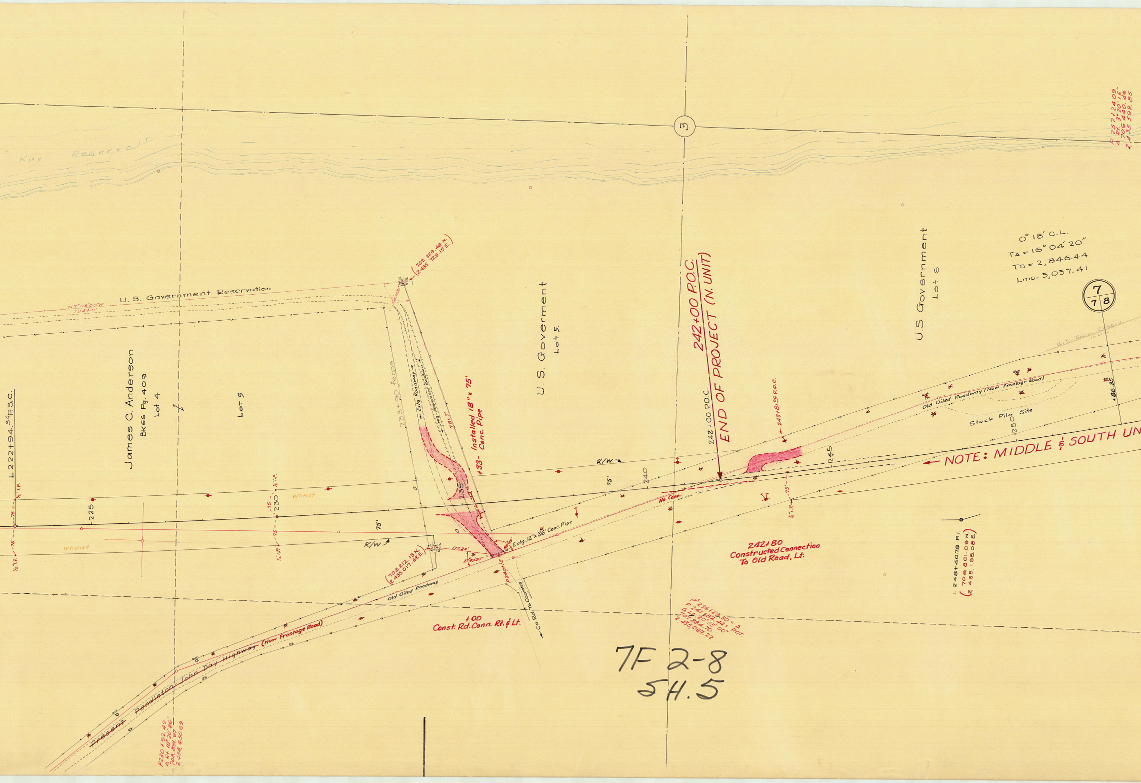

205
210
215
75'
75'
S.88°59'42"W. Grid
S.89°50'36"W. True
Bearing obtained from
Biological Survey Witness
Corners 26 and 27
Twp. 2N., Rg. 32E.W.M.
Twp. 1N., Rg. 32E.W.M.
"S. 89°50'W. 79.7 Ch."
(U.S. Plat)
Ellis J. Wyland
Sage Brush
6" C.P.
WC 25 NW.Cor.
E2 NE4
SW4
(712 883.90 N.
2 435 433.75 E.)
P230+92.49
Δ Rt. 18°20'30"
708 891.97
2 434 630.69
711 000
2 434 000
P 204+04.98
Δ Lt. 10°21'00"
711 063.10
2, 433 105.18
Cor. Not Found
33 34
4 3
MAP BREAK
P 206+93.89
Δ Lt. 9°03'10"
710,790.18
2 433 199.97
711 000
2 433 000
P212+55.48
Δ Lt. 11°15'45"
710 295.27
2 433 465.40
P 221+09.70
Δ Lt. 1°20'30"
709 635.83
2 434 008.38
1375
1350
1325
Inst. Metal Guard Rail
Rt.-29'; Lt.-29'
R/W
185
100'
100'
75'
75'
608.59
79°10'
Abandoned Irr. Ditch
McKay Creek
Brush & Rocky
Waste land
U.S.G.S. Tramway on Conc. Pads
+46
+90
R/W
Abandoned Irrigation Ditch
Tramway on Conc. Pads
186+50
Re-established
U.S.G.S. Gaging Station Cable
Crossing Installation, Rt.
Const. R.C.D.G. Structure - 144'
(Done Under Separate Contract)
L186+66.64 P.O.T.
(L187+60)
190+95.61 P.O.T.
+75
Const. Appr. Lt.
Installed 12" x 60' Conc. Pipe
1/2" I.P.
Farm & Prir. Res. Access
Wheat Field
190
75'
Farm & Prir. Res.
Access
Inst. Metal Guard Rail
Rt.-29'; Lt.-29'
+60
Const. Appr. Rt.
Installed 12" x 57'
Conc. Pipe

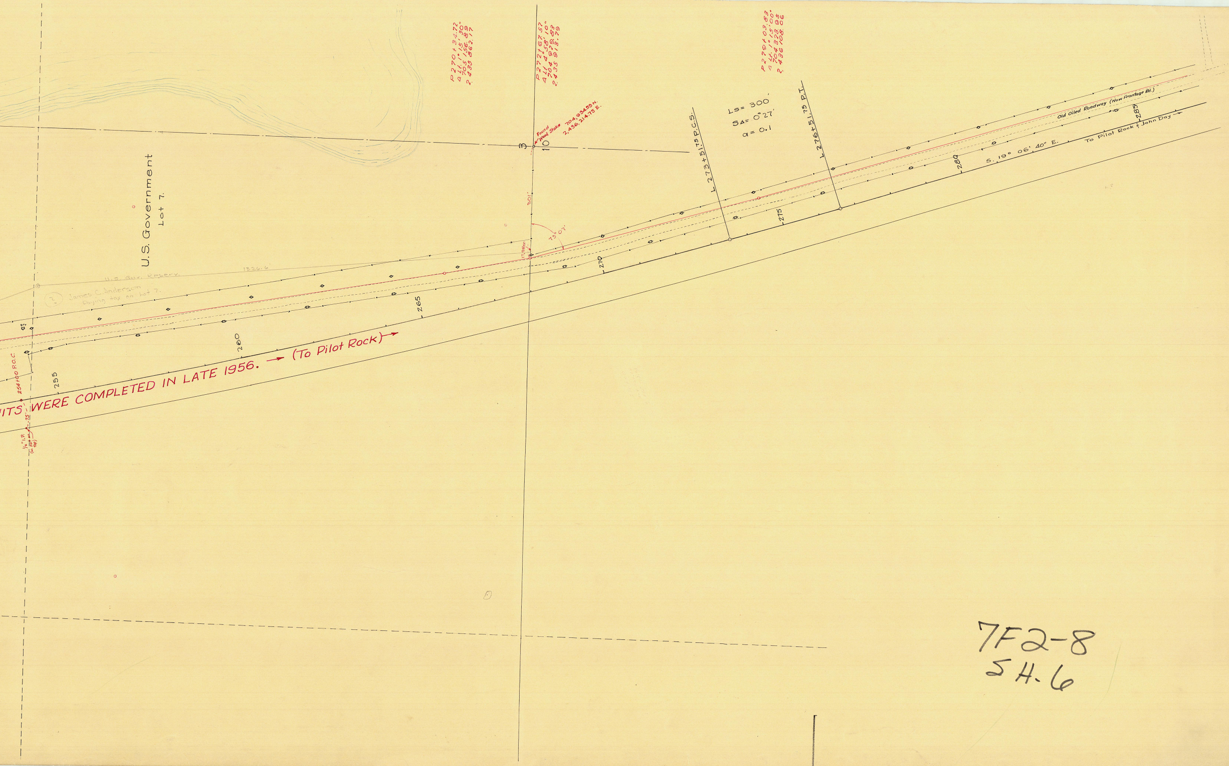

MAP BREAK
TOP of McKAY DAM
U. S. Government
E ½ of NE 4 of SE 4 Sec. 34
W.C. 26 S.W. Cor. E 2 NE 4 SW SE 4
(711 563.77 N. 2 435 464.43 E.)
W.C. 27 NW Cor. E 2 W 2 SE 4 SW 4
(711 558.15 N. 2 435 144.01 E.)
U. S. Government
Twp. 2 N., Rg. 32 E.
Twp. 1 N., Rg. 32 E.
W.C. 20 Mon.
(710 259.23 N. 2 435 487.60 E.)
← Gravel Road (To Top of McKay Dam)
James C. Anderson
BK. 12 Pg. 634
E 2 SW 4 less lots to U.S.
6
6 7
+06.35
½" I.P.
311'
909'
140° 38'
114° 26'
21° 20'
508'
R/W
195
200
205
210
215
220
75'
S 3° 02' 20" E
wheat field
wheat land
wheat
(Note: Gullying shown is as it appeared in late summer of 1956.)
212+00 P.O.T.
½" I.P.
+00
Const. Appr. Lt.
Farm & Priv. Res. Access
L 219+94.34 P.S.
Ls = 300
SΔ = 0° 27'
a = 0.1
Area of Great Gullying Activity
+00
Const. Appr. Rt. - Installed 12" x 60' Conc. Pipe
Gully
James C. Anderson
BK. 12 Pg. 634
NW 4 SW 4 Sec. 34
P3 195+47.57
ΔRt. 12° 11' 30"
711 963.81
2 434 933.12
L 196+82.99 P.O.T.
P3 202+00 P.O.T.
(711 311.72 N. 2 434 954.30 E.)
James Anderson
BK. 12 Pg. 634
SW 4 less lot to U.S. Gov.
207+97 - Installed 18" x 87' Conc. Pipe w. Inlet ditches
211+03 Installed 24" x 96' Conc. Pipe w. Inlet Ditches
212+30 - Installed 18" x 105' Conc. Pipe
212+80.5 - Installed 36" x 120' Conc. Pipe w. Inlet Ditches
(L 212+99.70)
Ellis J. Wyland

7F2-8
SH. 4


Kay Reservoir
3
U. S. Government Reservation
N 7°08'05" W
1944.8'
James C. Anderson
Bk66 Pg. 409
Lot 4
Lot 5
L 222+94.34 P.S.C.
½" I.P.
75'
225
230
Wheat
R/W
(708 329.48 N.
2 435 729.15 E.)
W.C.
Mon.
233+90 fence
Extg. Roadway
Long. Abandoned Roadway
781.7'
Installed 18" x 75'
+33 - Conc. Pipe
235
(708 212.13 N.
2 435 017.63 E.)
173.24'
27°49'30"
88°48'
Extg. 12" x 36" Conc. Pipe
P 240+15
Co. Rd. To Coombs
Old Oiled Roadway
+00
Const. Rd. Conn. Rt. & Lt.
Present Pendleton John Day Highway (Now Frontage Road)
P 230+92.49
Δ Rt. 18°20'30"
708,891.97
2,434,650.69
U. S. Goverment
Lot 5.
242+00 P.O.C.
END OF PROJECT (N. UNIT)
242+00 P.O.C.
240
No Conn.
243+81.00 P.O.C.
245
242+80
Constructed Connection
To Old Road, Lt.
P³ 236+29.50 = Δ
P 241+82.44 = P.O.T.
Δ Lt. 20°35'00"
707,884.76
2,435,067.22
U.S. Government
Lot 6
0° 18' C.L.
TΔ = 16° 04' 20"
Ts = 2,846.44
Lmc = 5,057.41
7
7 8
U.S. Govt. Reserv.
Old Oiled Roadway (Now Frontage Road)
Stock Pile Site
250
+86.35
NOTE: MIDDLE & SOUTH UN
L 248+40.78 P.I.
(706,801.09 N.
2,435,158.08 E.)
P 257+24.09
Δ Rt. 3°20'15"
706,440.49
2,435,599.85

7F 2-8
SH. 5

NORTH UNIT P. II
PENDLTN - PILOT ROCK
STA. 120 - Sta. 285


P 270+34.72
Δ Lt. 1° 15' 30"
705 156.89
2 435 862.17
P 272+67.57
Δ Lt. 4° 58' 10"
704 979.83
2 435 913.79
P 279+03.83
Δ Lt. 1° 15' 00"
704 323.85
2 436 108.06
3
10
Found Wood Stake 704,934.53 N.
2,436,214.75 E.
L 273+51.75 P.C.S.
Ls = 300'
SΔ = 0° 27'
a = 0.1
L 276+51.75 P.I.
U.S. Government
Lot 7.
U.S. Gov. Reserv.
1836.6
② James C. Anderson
Paying tax on Lot 7.
301'
73° 07'
17.9 Men
Old Oiled Roadway (Now Frontage Rd.)
S. 19° 06' 40" E.
To Pilot Rock & John Day →
255
260
265
270
275
280
285
254+00 P.O.C.
75'
½" I.P. (w. nut on top)
ITS WERE COMPLETED IN LATE 1956. → (To Pilot Rock) →

7F2-8
SH. 6