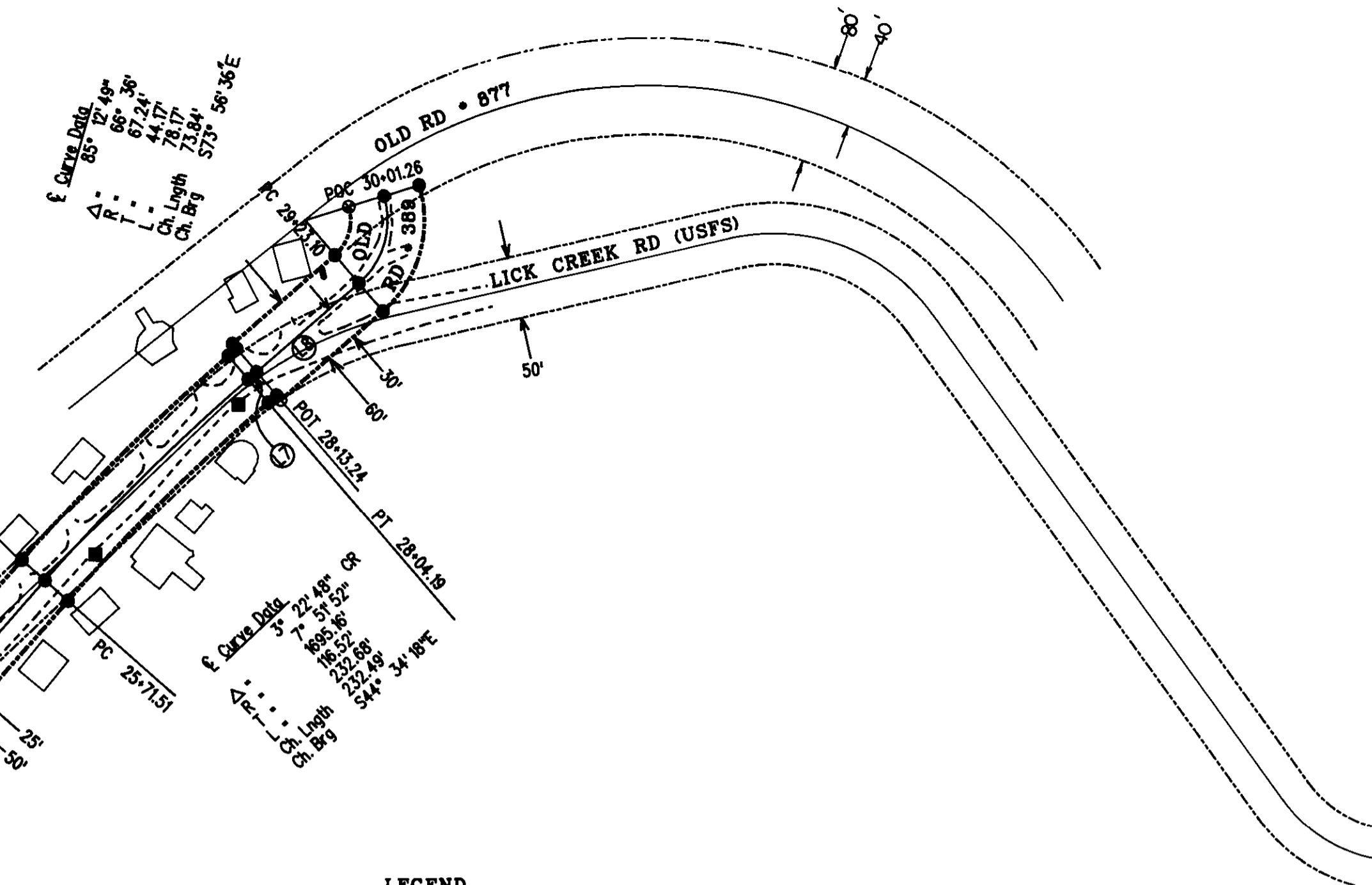


DESCRIPTION	NORTHING	EASTING
HIGHWAY MONUMENT *3096-7	13,093.43	12,387.19
HIGHWAY MONUMENT *3096-3	10,365.89	9,993.87
HWY. *204 810+54.30 P.T. CL	10,467.57	10,136.31
HWY. *204 806+94.25 P.C.S. CL	10,218.48	9,877.80
HWY. *204 803+80.60 P.S.C. CL	10,102.99	9,588.88
HWY. *204 800+20.60 P.S. CL	10,105.24	9,229.90
WEST 1/4 CORNER SECTION 35	10,000.00	10,000.00
SW CORNER SECTION 35	7,354.44	9,988.51
9+37.74 P.O.T., 30.00' RT.	10,086.06	9,655.18
9+48.96 P.O.T., CL	10,094.51	9,686.08
9+58.75 P.O.T., 30.00' LT.	10,104.12	9,716.13
10+00.00 P.C., CL	10,053.11	9,716.94
10+69.32 P.T., CL	10,004.85	9,765.23
12+36.21 P.C., CL	9,910.08	9,902.60
14+63.29 P.T., CL	9,746.55	10,057.80
15+31.34 P.C., CL	9,688.59	10,093.47
19+13.50 P.T., CL	9,391.37	10,332.10
20+32.11 P.C., CL	9,308.85	10,417.29
21+69.75 P.T., CL	9,204.99	10,507.35
23+27.04 P.C., CL	9,077.66	10,599.69
23+81.53 P.T., CL	9,037.39	10,636.24
25+71.51 P.C., CL	8,911.51	10,778.53
28+04.19 P.T., CL	8,745.89	10,941.70
28+13.24 P.O.T., CL	8,739.02	10,947.60
29+23.10 P.C., CL	8,655.66	11,019.14
30+01.26 P.O.C., CL	8,635.24	11,090.10

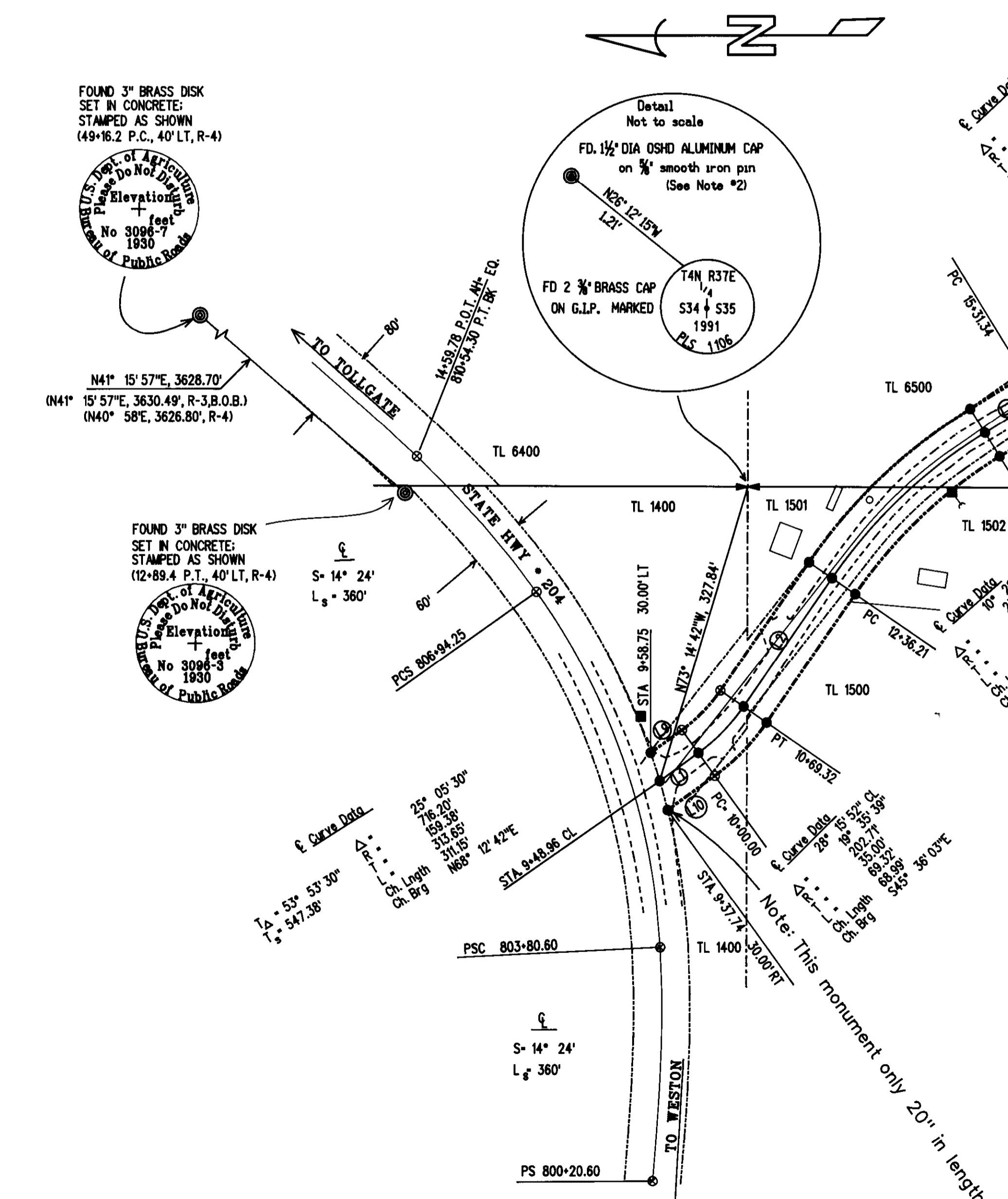
Survey Records Used

- R-1. G.L.O. Survey by George S. Perash, Contract #332, 1879
- R-2. Umatilla County Remonumentation by Wells, CS#91-75-C
- R-3. Boundary Survey for Clyde and Rosa Reynolds by Bartleson, CS#97-206-B
- R-4. Bureau of Public Roads (USDA) Project #3096 Construction Alignment and profilemap, dated 1930
- R-5. OSHD Highway 204 Right of Way Map, Weston Mountain to Union County Line Section, Map #58-35-7
- R-6. OSHD Highway 204 Right of Way Map, Weston Mountain to McDougall Camp Section, Map #68-17-8, Dated 1942
- R-7. OSHD Highway 204 Right of Way Map, Weston Mountain to McDougall Camp Section, Map #68-23-4, Dated 1947
- R-8. Lick Creek Road #N-42 Right of Way Plats (Umatilla National Forest) Dated 1963 (see notes for recording data)
- R-9. Plat and Field Notes of Road #389 by Arnold, Dated 1892
- R-10. Plat and Field Notes of Road #877 by L. J. Shannon (Surveyor and County Roadmaster), Dated 1928

LINE #	BEARING	DISTANCE
L1	S35° 48' 13"E	51.04'
L2	S55° 23' 52"E	166.89'
L3	S31° 36' 37"E	68.05'
L4	S45° 54' 35"E	118.60'
L5	S35° 57' 02"E	157.29'
L6	S48° 30' 14"E	189.98'
L7	S40° 38' 22"E	9.06'
L8	S40° 38' 22"E	109.85'
L9	S35° 48' 13"E	41.25'
L10	S35° 48' 13"E	62.26'



- LEGEND**
- ✚ FOUND SECTION CORNER AS NOTED
  - FOUND 1/4 CORNER AS NOTED
  - SET 3/4" X 30" IRON REBAR WITH PLASTIC CAP MARKED "UMA. CO. RD. DEPT. ... LS 2627"
  - ⊙ CALCULATED POINT ONLY
  - ⊙ POWER POLE
  - ⊙ TELEPHONE PEDESTAL
  - ⊙ HEATING OIL FILL
  - ⊙ PROPANE TANK
  - RIGHT-OF-WAY OR EASEMENT LINE
  - CENTERLINE
  - EDGE OF PAVEMENT OR GRAVEL



- Notes**
- The alignment and width of State Highway No. 204 was determined by using a combination of Right of Way Map #58-35-7 for the Weston Mountain to Union County Line Section (OSHD) and the 1930 Construction Alignment and Profile Map for Project #3096, Weston to Elgin Highway No. 37-A (USDA, Bureau of Public Roads), both of which were obtained from the O.D.O.T. District 12 Office. Two other right of way maps, #68-23-4 (1947) and 68-17-8 (1942), both OSHD maps, show right of way alignments of the highway in the area. All three OSHD maps show different curve alignments. Map #68-17-8 doesn't show any right of way widths near the section line; Map #68-23-4 ends just after it crosses the section line and shows only a 60-foot width. Map #58-35-7 is the only one that shows where the right of way narrows from 80 feet to 60 feet (at the section line) and the only one that equates the "new" stationing with the old 1930 Bureau of Public Roads stationing. The monuments found in this survey that were set in 1930 by the Bureau of Public Roads 40 feet northwesterly of the long tangent were used to control the location of the tangent and the southwest monument was assumed to be set at the P.T. of the curve shown on the 1930 Project #3096 map (Station 12+89.4 P.T.). The approximate equation station, curve data, and right of way widths from map #58-35-7 were then used to determine the highway location shown on this map.
  - The 3/4" pin and aluminum cap stamped "OSHD" found near the 1/4" corner is one of many set by the Oregon State Highway Department around 1985 from approximately the west line of Section 27, T. 4 N., R. 36 E.W.M., to Tollgate. They are all 3/4" X 30" smooth iron rods with similar aluminum cap markings. The majority of them are set in or near the gravel shoulder on either side of the road. They are nothing more than P-Line angle points used in a location survey that has possibly never been completed and should be ignored.

- The existing gravel road from Highway No. 204 to its intersection with the narrow dirt road that bends sharply to the northeast at the southeast end of this survey (old County Road #389) falls inside the easements obtained by the U. S. Forest Service in 1963 and 1964 for the Lick Creek Road (see Book 278 Pages 281 and 282, Book 274 Pages 82 and 83, and Book 278 Pages 536 and 537, Umatilla County Deed Records). Through an interagency agreement, the Forest Service will transfer their easement rights for the section of road represented by this survey to Umatilla County and the County will legalize the road as shown, in effect voiding any other road rights of way in the immediate vicinity. There is evidence that a road existed near the present-day road as early as 1879 when the original G.L.O. surveys were performed. County Road No. 389 was established somewhere near the present-day road in 1892, but due to a lack of ties to G.L.O. corners, it is impossible to get a close approximation of where the road was then (bearings and distances do not match the old road plat or recent aerial photographs very well). This survey was terminated at a point I believe is in the center of old Road #389, based upon recent aerial photography and USGS quadrangle maps. A portion of old Road #877 is shown for informational purposes. The location of this end of the road can be fairly closely determined based upon ties to the southwest corner of Section 35, though it cannot be seen on the ground.
- The section line shown extending north from the quarter corner is a projected line only from the Southwest Corner of Section 35 and is shown for approximate tax lot line location and State Highway right of way width changes. The east-west centerlines of Sections 34 and 35 are also approximate only and are for approximate tax lot line locations.
- Right of way width was held at 60 feet where possible (same as old County Road #389), but was narrowed to 50 feet where shown to avoid cabins (see ORS 368.221).

**Narrative of Survey**

The purpose of this survey was to monument a portion of County Road No. 636, McDougall Camp Road, for legalization purposes. The survey was performed at the request of the Umatilla County Board of Commissioners.

County Road #636 from its westerly end at State Highway 204 (shown on this map) to its easterly end at State Highway 204 is composed of portions of old County Roads #389, #877, #431, and the Lick Creek Road Easement. Some parts of the county roads are visible and some are not. A right of way survey needs to be completed to the road's easterly end and all unneeded pieces of old roads vacated.

Closed traverse methods were used to perform this survey and monuments were set by radial methods. Instruments used were a Wild T-16 one-minute theodolite and a Wild D-5 E.D.M. The bearing base used for this survey was N41°57'15"E between the two Bureau of Public Roads monuments found along the northwesterly side of State Highway 204 per CS#97-206-B by Bartleson.

RECEIVED BY  
Umatilla County Surveyor  
Date: 11-98  
Rec'd by: KR  
No. 98-219-C

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
Gary R. Roberts  
JULY 28, 1993  
DARYL R. ROBERTS  
2627  
RENEWS 12-31-98

<b>UMATILLA COUNTY ROAD DEPT</b> 3920 Westgate Pendleton, Oregon 97801		
Survey for: <b>Legalization of County Road # 636</b> <b>McDougall Camp Road</b>		
Located: Section 34, and 35, Township 4 North, Range 37 East of the Willamette Meridian		
Survey By:	Drawn By:	Checked By:
Gary Roberts	Jeanne Gorham	Gary Roberts
Scale:	Date:	Sheet:
1" = 100'	November 1998	1 of 1