

LEGALIZATION REPORT

BUTLER GRADE ROAD
COUNTY ROAD #717

UMATILLA COUNTY
DEPARTMENT OF PUBLIC
WORKS

AUGUST, 2004

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BUTLER GRADE ROAD LEGALIZATION REPORT

HISTORY

Butler Grade Road was established in 1882 as County Road No. 112. It ran from what is now Holdman Road at a point approximately 3 miles west of Helix north to Vansycle Canyon, southeast down Vansycle Canyon, then northeasterly to the State Line. It makes up what are now parts of Muller Road, Vansycle Road, and Butler Grade Road.

GENERAL

The bridge over Vansycle Canyon near the intersection of Vansycle Road and Butler Grade 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 original road survey used a series of angle points and the described alignment doesn't fit the existing road very well, as the road obviously follows a series of tangents and curves. The road survey was stopped near the south $\frac{1}{4}$ corner of Section 4. Dave Haddock did a land partition survey in 1999 along the road in which he spent time tying in the existing edges of road and calculating an "as-traveled" alignment. I used his alignment, as it fit the road well.

IMPACTS TO UTILITIES AND PROPERTY OWNERS

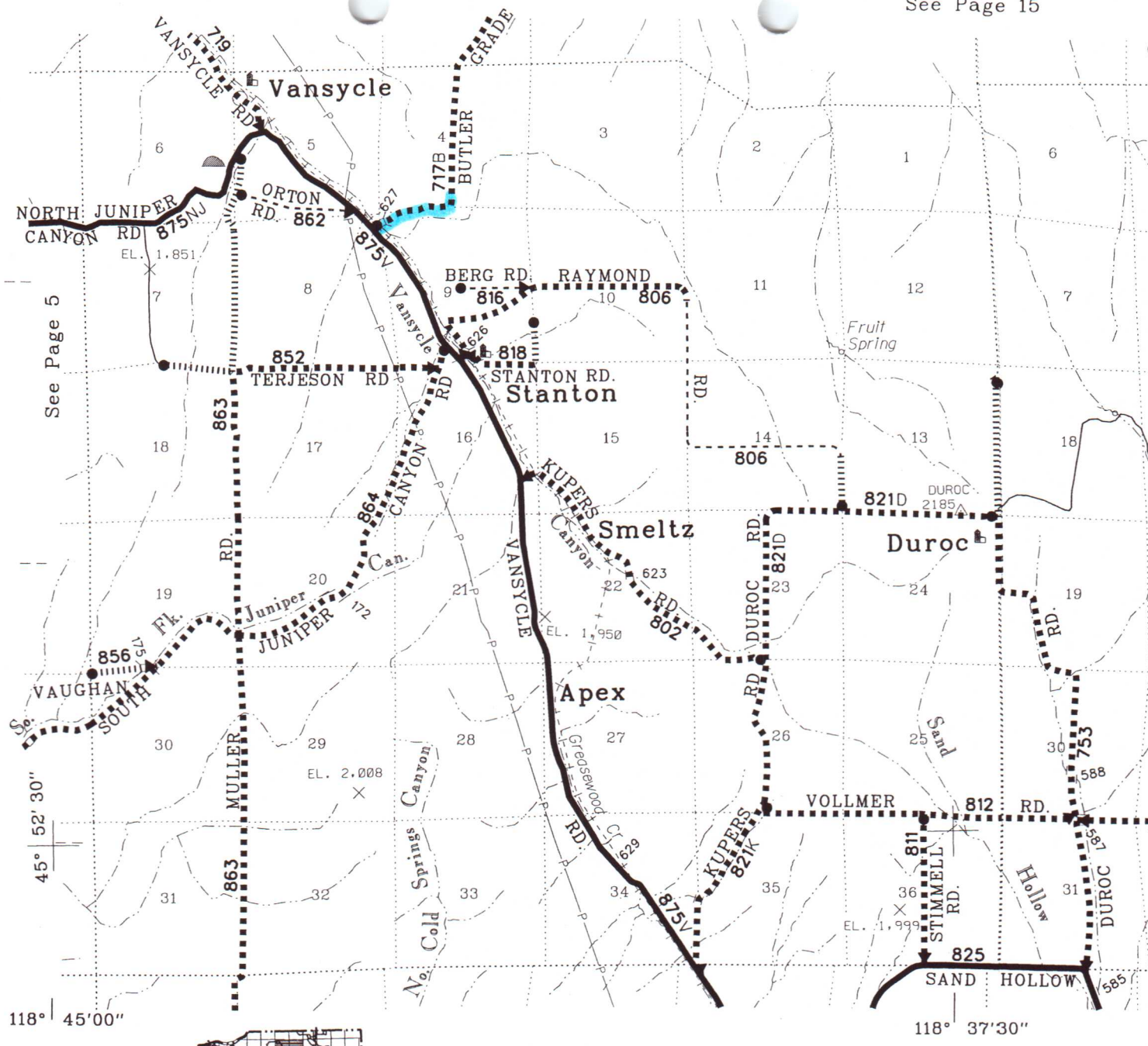
Existing utilities include overhead and underground power facilities and buried telephone lines. Legalizing the road would include all of the utilities within the right-of-way. There are several fences along the road that would be in the right-of-way, but most are in poor condition. Any fences destroyed by bridge construction would be replaced under contract. 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. 717, Butler Grade Road, be legalized at a width of 60 feet as shown on the attached survey map and as described in the final order.



See Page 5

See Page 21

R33

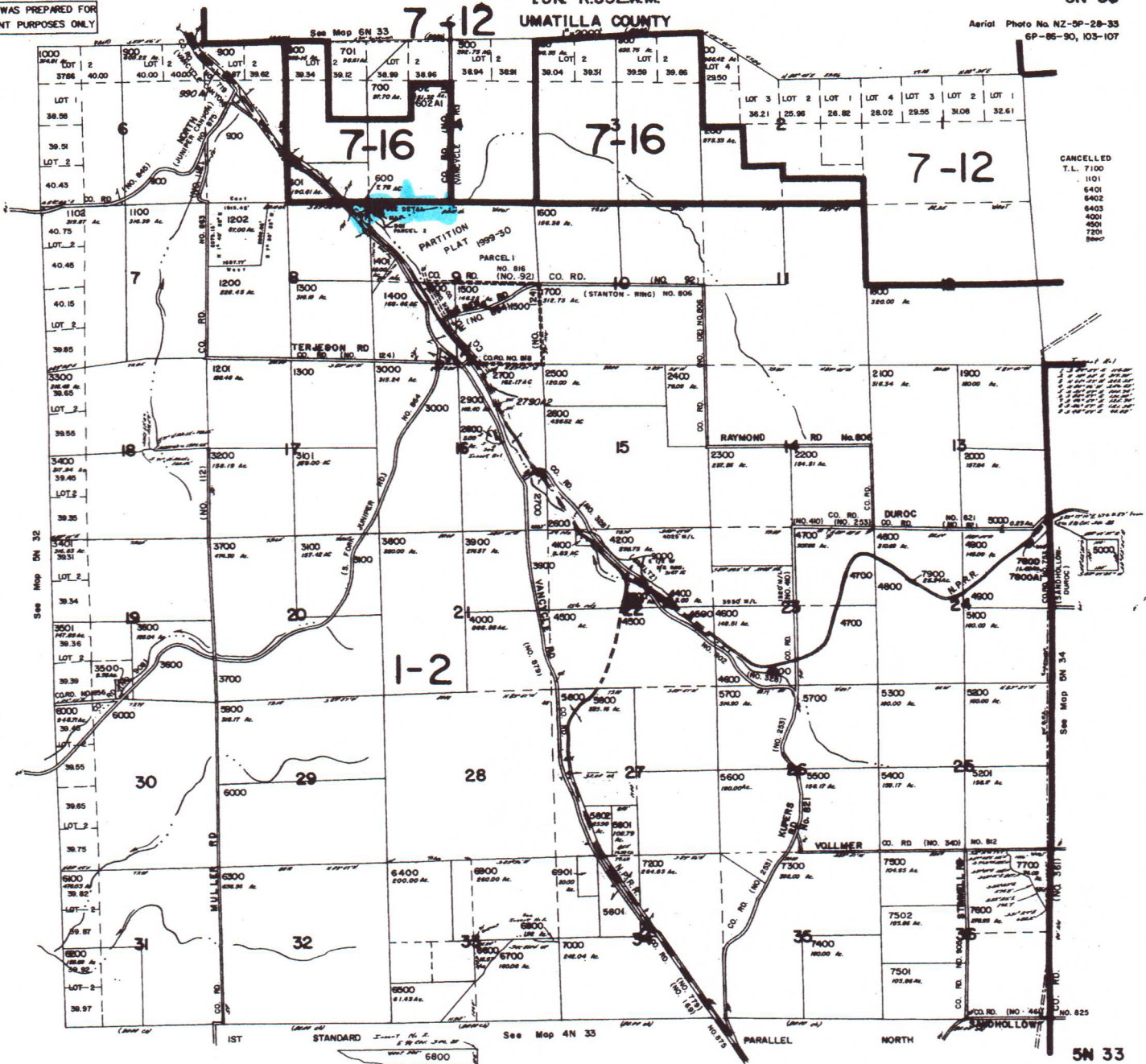


THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY

T5N R.33E.W.M. UMATILLA COUNTY

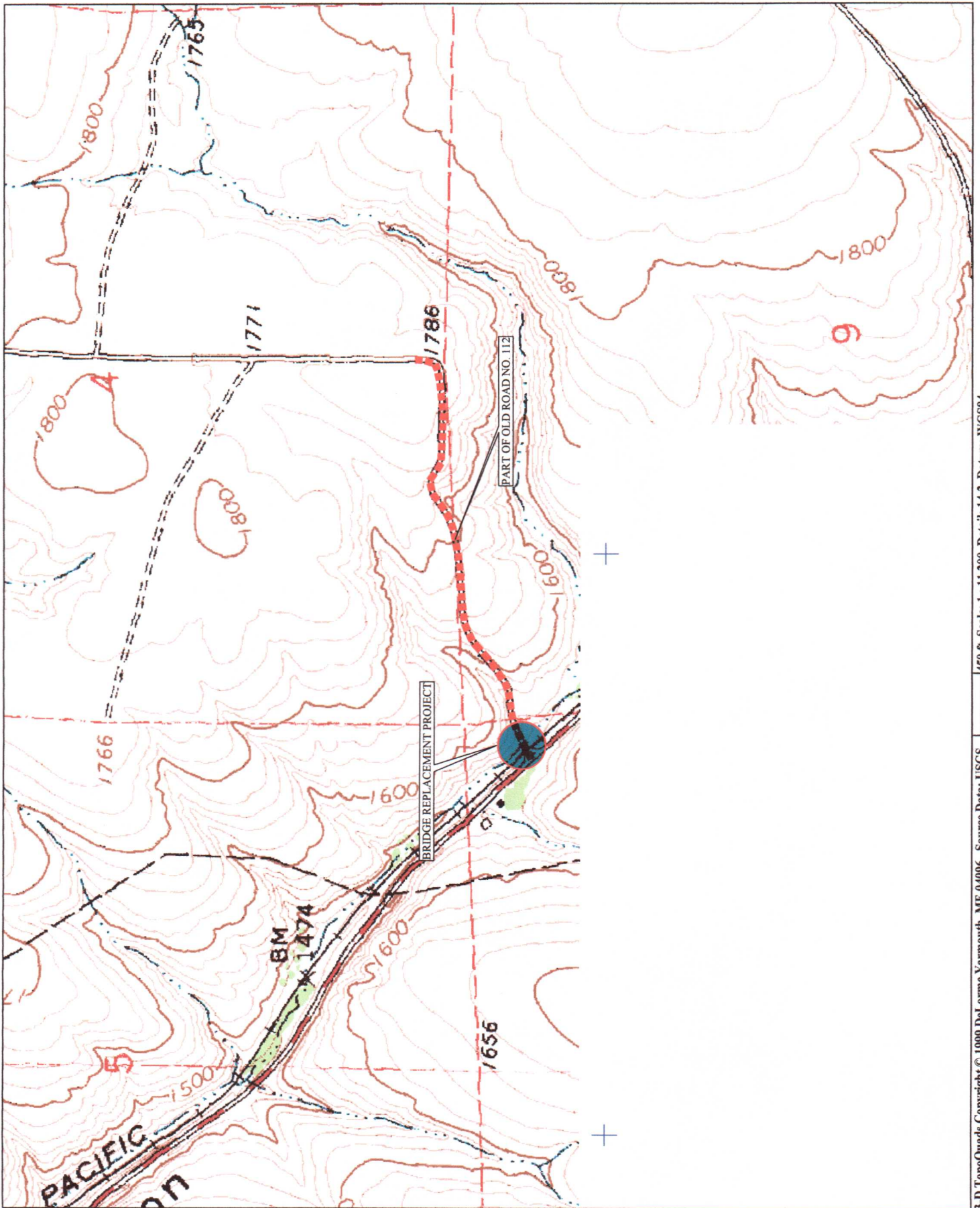
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Aerial Photo No. NZ-9P-28-35 6P-86-90, 105-107



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112

To the How County Court }
Umatilla County Or }

I submit the following as the notes taken in the survey of road from S.E. 1/4 of Sec 6 T4N R3E to a point near where the State line crosses Pine Creek

After qualifying Viewers and Chaimmen I set post Marked "R" on the line bet. Secs 6 and 5 in above T4R. 18 Chains 75 Links north of the S.E. Cor. of sec 6. same T4R thence

North

80 Chains

Set II Mile Post

North

80 Chains

Set III Mile Post

North

80 Chains

Set IV Mile Post

North

80 Chains

Set V Mile Post

North

80 Chains

Set VI Mile Post

North

76 Chains 75 Links

North 9 E

Var 20"E

3 " 25 "

Set VII Mile Post

North 9"E

11 Chains 25 "

North 31"E

12 " 50 "

North 33 E

5 "

North 34 E

7 "

South 75 E

2 " 50 Links

North 16' E"	6 Chains	
South 48 E	9 "	50 Links
South 49 E	9 "	50 "
South 54 E	16 "	75 "
Set VIII Mile Post		
South 54 E	6 Chains	75 Links
South 60 E	18 "	50 "
South 46 E	28 "	50 "
East	3 "	50 "
North 56' E"	10 "	50 "
East	11 "	50 "
North 45 E	00 "	75 "

Set VIII Mile Post		
North 45 E	5 Chains	75 Links
South 45' E"	4 "	
East	11 "	
North	59 "	35 Links

Set IX Mile Stake		
North	31 Chains	
North 34' E"	57 Chains	
North 69 E	2 "	

Set X Mile Post		
North 69 E	13 Chains	
North 29 W	12 "	
North 73 E	20 "	
North 18 E	35 Chains	

Set XII Mile Post

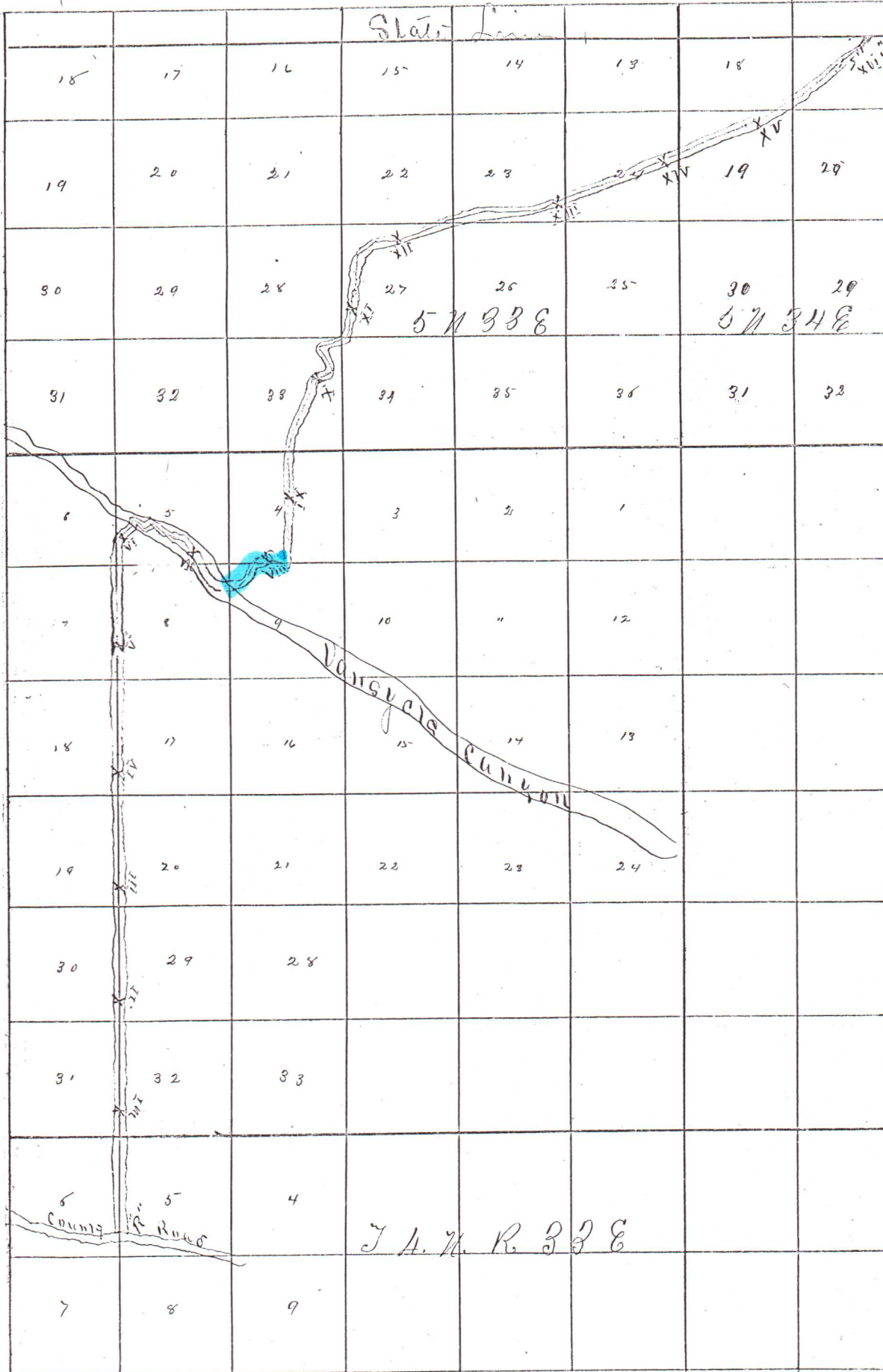
North 18° E'	24 Chains	
North 40 E	30 "	50 Links
North 75 E	17 "	
North 42 E	18 "	50
	Set <u>XIII</u> Mile Post	
North 42 E	19 Chains	50 Links
North 72 E	22 "	
North 87 E	36 "	
" 65 E	2 "	50
	Set <u>XVIII</u> Mile Post	
North 65 E	80 Chains	
	Set <u>XIV</u> Mile Post	
North 65 E	80 Chains	
	Set <u>XV</u> Mile Post	
North 65 E	80 Chains	
	Set <u>XVII</u> Mile Post Marked "R"	

for terminus of road at the point where the state line crosses Pine Creek

I hereby certify that the above notes and annexed plat are correct

J. H. Kelly Co Surveyor
for Gov. Reading Deput

112



BUTLER GRADE ROAD LEGALIZATION SURVEY

LEGEND

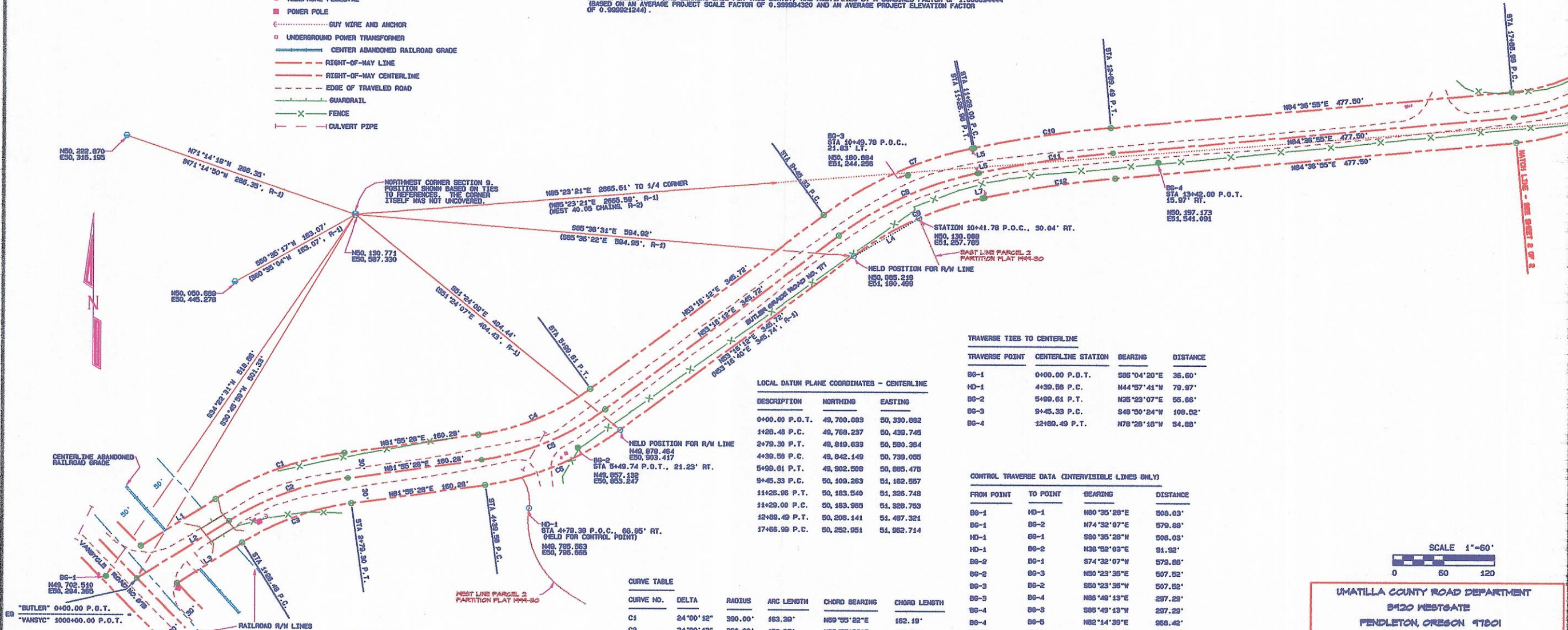
- FOUND 2 1/2" BRASS CAP ON GALVANIZED IRON PIPE UNLESS NOTED OTHERWISE. SET BY PLS 852, SURVEY R-1.
- FOUND 2" ALUMINUM CAP ON 5/8" IRON REBAR STAMPED "ORLS 852...WALS 852" SET IN SURVEY R-1
- FOUND 5/8" IRON REBAR WITH RED PLASTIC CAP MARKED "ORLS 852...WALS 1982" SET IN SURVEY R-1
- SET 5/8" x 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UCPD...LS202"
- CALCULATED POINT ONLY; NOTHING FOUND OR SET
- TELEPHONE PEDESTAL
- POWER POLE
- GUY WIRE AND ANCHOR
- UNDERGROUND POWER TRANSFORMER
- CENTER ABANDONED RAILROAD GRADE
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTERLINE
- EDGE OF TRAVELED ROAD
- GUARDRAIL
- FENCE
- CULVERT PIPE

SURVEY NARRATIVE

THIS SURVEY WAS PERFORMED AT THE REQUEST OF THE UMATILLA COUNTY BOARD OF COMMISSIONERS. THE PURPOSE OF THE SURVEY WAS TO MONUMENT A PORTION OF BUTLER GRADE ROAD, COUNTY ROAD NO. 717 FOR LEGALIZATION PURPOSES DUE TO THE FACT THAT ITS EXACT LOCATION COULD NOT BE DETERMINED FROM THE ORIGINAL ROAD NOTES (ROAD NO. 112, CIRCA 1881). THE BRIDGE NEAR VANSYCLE ROAD IS SCHEDULED TO BE REPLACED WITH EITHER NEWS OR OTIA FUNDS AND THE RIGHT-OF-WAY LOCATION NEEDS TO BE ESTABLISHED IN CASE EXTRA RIGHT-OF-WAY OR EASEMENTS NEED TO BE ADJUSTED.

DAVE HADDOCK DID A PARTITION FOR TIM SMITH IN THIS AREA IN 1989. IN THE PROCESS OF COMPLETING THAT SURVEY HE TIED IN THE ROAD BETWEEN VANSYCLE ROAD AND THE 1/4 CORNER COMMON TO SECTIONS 4 AND 9 AND PROVIDED AN ALIGNMENT ON HIS MAP. I USED THIS ALIGNMENT, AS IT FIT THE EXISTING ROAD WELL. I HELD THE TWO MONUMENTS ALONG THE TANGENT SECTION ON THE NORTH LINE OF PARCEL 2, AND THEN USED HIS RECORD DATA AND CENTRAL ANGLES TO PROJECT THE ALIGNMENT WEST AND EAST.

THIS SURVEY WAS PERFORMED USING A SOKKIA RADIAL GPS SYSTEM OPERATED IN RTK MODE USING STATE PLANE COORDINATES. I THEN ROTATED 1°45'36" CLOCKWISE TO MATCH HADDOCK'S BEARING ALONG THE NORTH LINE OF SECTION 4 (THE BEARING BASE FOR THIS SURVEY) AND MULTIPLIED BY A COMBINED FACTOR OF 1.000094444 (BASED ON AN AVERAGE PROJECT SCALE FACTOR OF 0.99984320 AND AN AVERAGE PROJECT ELEVATION FACTOR OF 0.999921244).



LOCAL DATUM PLANE COORDINATES - CENTERLINE

DESCRIPTION	NORTHING	EASTING
0+00.00 P.O.T.	49,700.003	50,330.882
1+28.48 P.C.	49,768.237	50,439.745
2+79.30 P.T.	49,819.833	50,590.364
4+39.58 P.C.	49,842.149	50,739.055
5+99.61 P.T.	49,902.808	50,885.476
8+45.33 P.C.	50,109.263	51,182.957
11+26.36 P.T.	50,183.540	51,326.748
14+29.00 P.C.	50,183.989	51,328.763
17+88.49 P.T.	50,206.141	51,407.321
17+88.39 P.C.	50,252.951	51,382.714

TRAVERSE TIES TO CENTERLINE

TRAVERSE POINT	CENTERLINE STATION	BEARING	DISTANCE
89-1	0+00.00 P.O.T.	S85°04'20"E	35.60'
HD-1	4+39.58 P.C.	N44°57'41"W	79.97'
89-2	5+99.61 P.T.	N25°23'07"E	55.86'
89-3	8+45.33 P.C.	S48°50'24"W	108.82'
89-4	12+88.49 P.T.	N78°28'18"W	54.88'

CONTROL TRAVERSE DATA (INTERVISIBLE LINES ONLY)

FROM POINT	TO POINT	BEARING	DISTANCE
89-1	HD-1	N80°35'28"E	508.03'
89-1	89-2	N74°32'07"E	579.88'
HD-1	89-1	S80°35'28"W	508.03'
HD-1	89-2	N38°52'03"E	91.32'
89-2	89-1	S74°32'07"W	579.88'
89-2	89-3	N50°23'35"E	507.52'
89-3	89-2	S50°23'35"W	507.52'
89-3	89-4	N86°49'13"E	297.29'
89-4	89-3	S86°49'13"W	297.29'
89-4	89-5	N82°14'39"E	968.42'
89-5	89-4	S82°14'39"W	968.42'
89-5	89-6	N89°44'21"E	676.78'
89-6	89-5	S89°44'21"W	676.78'
89-6	89-7	N89°05'22"E	688.33'
89-7	89-6	S89°05'22"W	688.33'
89-7	89-8	N85°34'25"E	13.90'
89-8	89-7	S85°34'25"W	13.90'
89-8	89-9	N84°22'31"E	180.71'
89-9	89-8	S84°22'31"W	180.71'
89-9	89-10	S85°45'51"E	172.75'
89-10	89-9	N85°45'51"W	172.75'
89-10	89-11	S84°22'31"E	180.71'
89-11	89-10	N84°22'31"W	180.71'

CURVE TABLE

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	24°00'12"	390.00'	163.39'	N89°55'22"E	162.19'
C2	24°00'12"	360.00'	150.82'	N89°55'22"E	149.72'
C3	24°00'12"	330.00'	138.25'	N89°55'22"E	137.24'
C4	28°39'18"	290.00'	145.03'	N87°35'50"E	143.53'
C5	28°39'18"	320.00'	160.04'	N87°35'50"E	158.37'
C6	28°39'18"	350.00'	175.04'	N87°35'50"E	173.22'
C7	24°46'30"	450.00'	194.69'	N85°39'30"E	193.09'
C8	24°46'30"	480.00'	201.62'	N85°39'30"E	180.21'
C9	24°46'30"	510.00'	208.54'	N85°39'30"E	187.33'
C10	06°34'05"	1430.00'	163.92'	N84°19'53"E	163.83'
C11	06°34'05"	1400.00'	160.49'	N84°19'53"E	160.40'
C12	06°34'05"	1370.00'	157.05'	N84°19'53"E	158.97'

LINE TABLE

LINE NO.	BEARING	DISTANCE
L1	N57°55'46"E	104.18'
L2	N57°55'46"E	128.48'
L3	N57°55'46"E	90.85'
L4	N59°02'24"E	89.36'
L5	N78°02'50"E	2.05'
L6	N78°02'50"E	2.05'
L8	N78°02'50"E	2.05'

SURVEY RECORDS

R-1 PARTITION PLAT 1989-90 BY PLS 852 (SURVEY NO. 99-114-8)

R-2 S.L.D. SURVEY BY ORELL AND LEWIS DATED FEBRUARY 7, 1885

FIELD NOTES AND PLAT OF ROAD NO. 112 BY J. H. RALEY, COUNTY SURVEYOR, FILED SEPTEMBER 7, 1881.

PLAT SHOWING PROPOSED CHANGE IN HIGHWAY BETWEEN VANSYCLE AND SHELZ AND NORTHERN PACIFIC RAILWAY R/W DATED APRIL 16, 1929.

REGISTERED PROFESSIONAL LAND SURVEYOR

GARY R. ROBERTS

RENEWS 12/31/2004



UMATILLA COUNTY ROAD DEPARTMENT
 8120 WESTGATE
 FENDLETON, OREGON 97801
 PHONE 541/278-5424

COUNTY ROAD NO. 717 LEGALIZATION SURVEY
 BUTLER GRADE ROAD

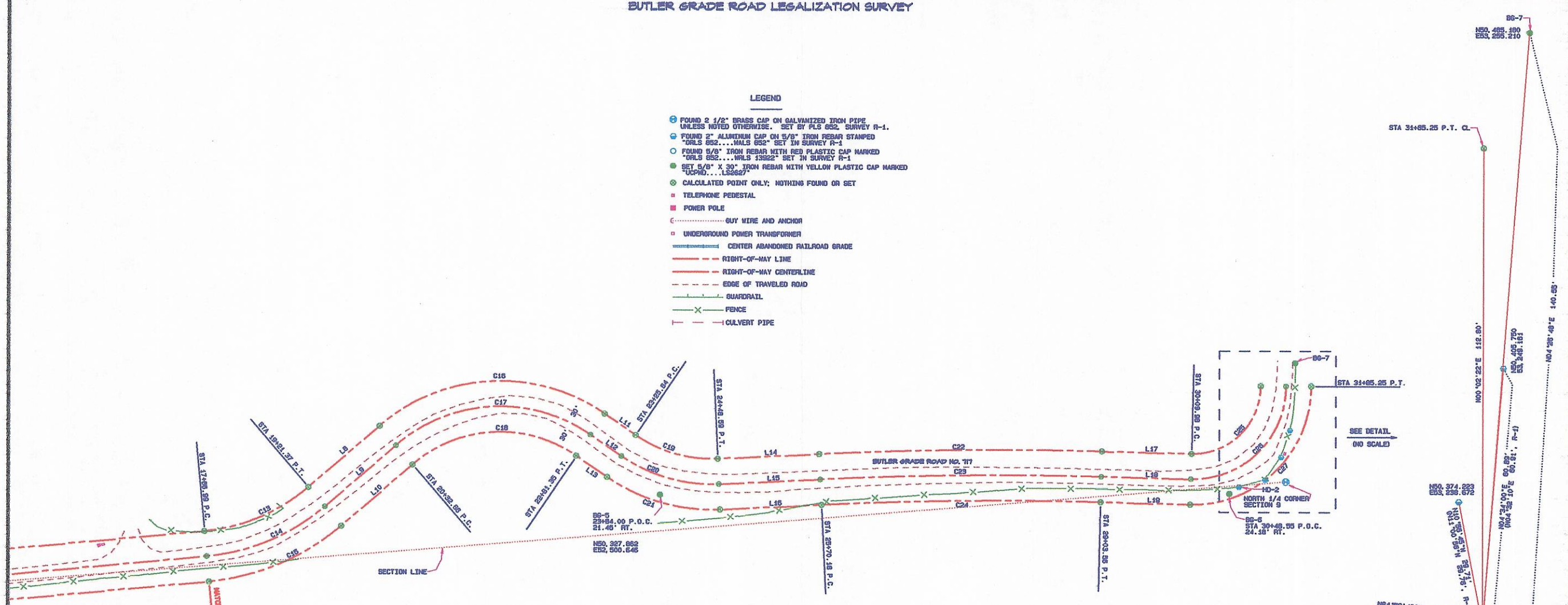
LOCATED IN SECTIONS 4 AND 9
 TOWNSHIP 5 NORTH, RANGE 33 E.W.M.

DATE OF SURVEY: MAY, 2004 SHEET 1 OF 2

BUTLER GRADE ROAD LEGALIZATION SURVEY

LEGEND

- FOUND 2 1/2" BRASS CAP ON GALVANIZED IRON PIPE UNLESS NOTED OTHERWISE. SET BY PLS 652, SURVEY R-1.
- FOUND 2" ALUMINUM CAP ON 5/8" IRON REBAR STAMPED "ORLS 652...WALS 652" SET IN SURVEY R-1
- FOUND 5/8" IRON REBAR WITH RED PLASTIC CAP MARKED "ORLS 652...WALS 13522" SET IN SURVEY R-1
- SET 5/8" X 30" IRON REBAR WITH YELLOW PLASTIC CAP MARKED "UPWD...LS2627"
- CALCULATED POINT ONLY; NOTHING FOUND OR SET
- TELEPHONE PEDESTAL
- POWER POLE
- GUY WIRE AND ANCHOR
- UNDERGROUND POWER TRANSFORMER
- CENTER ABANDONED RAILROAD GRADE
- RIGHT-OF-WAY LINE
- RIGHT-OF-WAY CENTERLINE
- EDGE OF TRAVELED ROAD
- GUARDRAIL
- FENCE
- CULVERT PIPE



LOCAL DATUM PLANE COORDINATES - CENTERLINE

DESCRIPTION	NORTHING	EASTING
17486.99 P.C.	50,252.951	51,982.714
19421.37 P.T.	50,312.498	52,102.492
20422.66 P.C.	50,385.165	52,186.782
22481.35 P.T.	50,388.350	52,417.721
23425.84 P.C.	50,373.323	52,454.505
24448.59 P.T.	50,340.638	52,570.620
25470.18 P.C.	50,345.550	52,632.067
29403.55 P.T.	50,350.632	53,025.346
30409.98 P.C.	50,348.082	53,131.735
31485.25 P.T.	50,457.859	53,244.391

TRAVERSE TIES TO CENTERLINE

TRAVERSE POINT	CENTERLINE STATION	BEARING
BG-5	23425.84 P.C.	N45°25'30"W
BG-5	30409.98 P.C.	N89°27'24"W
HD-2	30409.98 P.C.	N80°47'42"W
BG-7	31485.25 P.T.	S21°38'15"W

CURVE TABLE

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD DISTANCE
C13	25°22'48"	220.00'	139.65'	N65°05'31"E	139.70'
C14	35°22'48"	250.00'	154.37'	N65°05'31"E	151.93'
C15	35°22'48"	280.00'	172.90'	N65°05'31"E	170.17'
C16	74°59'40"	220.00'	267.98'	N65°43'57"E	267.84'
C17	74°59'40"	190.00'	249.69'	N65°43'57"E	231.32'
C18	74°59'40"	180.00'	209.42'	N65°43'57"E	194.79'
C19	37°04'00"	160.00'	103.37'	S74°16'43"E	101.99'
C20	37°04'00"	190.00'	122.75'	S74°16'43"E	120.63'
C21	37°04'00"	220.00'	142.43'	S74°16'43"E	139.88'
C22	84°10'14"	4910.00'	395.59'	N69°17'54"E	335.49'
C23	84°10'14"	4580.00'	333.38'	N69°17'54"E	333.30'
C24	84°10'14"	4950.00'	391.19'	N69°17'54"E	331.12'
C25	91°17'41"	80.00'	127.47'	N45°44'11"E	114.41'
C26	91°17'41"	110.00'	176.27'	N45°44'11"E	157.31'
C27	91°17'41"	140.00'	223.08'	N45°44'11"E	200.21'

LINE TABLE

LINE NO.	BEARING	DISTANCE
L8	N49°14'07"E	111.29'
L9	N49°14'07"E	111.29'
L10	N49°14'07"E	111.29'
L11	S85°45'13"E	44.49'
L12	S85°45'13"E	44.49'
L13	S85°45'13"E	44.49'
L14	N87°12'47"E	121.59'
L15	N87°12'47"E	121.59'
L16	N87°12'47"E	121.59'
L17	S88°36'59"E	106.42'
L18	S88°36'59"E	106.42'
L19	S88°36'59"E	106.42'

CONTROL TRAVERSE DATA (INTERVISIBLE LINES ONLY)

FROM POINT	TO POINT	BEARING	DISTANCE
BG-1	HD-1	N80°35'28"E	508.03'
BG-1	BG-2	N74°32'07"E	579.88'
HD-1	BG-1	S80°35'28"W	508.03'
HD-1	BG-2	N38°52'03"E	91.92'
BG-2	BG-1	S74°32'07"W	579.88'
BG-2	BG-3	N50°23'35"E	507.52'
BG-3	BG-2	S50°23'35"W	507.52'
BG-3	BG-4	N66°49'13"E	297.29'
BG-4	BG-3	S66°49'13"W	297.29'
BG-4	BG-5	N82°14'39"E	968.42'
BG-5	BG-4	S82°14'39"W	968.42'
BG-5	BG-6	N69°44'21"E	676.78'
BG-5	HD-2	N69°05'22"E	688.33'
BG-6	BG-5	S69°44'21"W	676.78'
BG-6	HD-2	N65°34'25"E	13.90'
BG-6	BG-7	N68°45'51"E	172.75'
HD-2	BG-5	S89°08'22"W	688.33'
HD-2	BG-6	S58°34'25"W	13.90'
HD-2	BG-7	N24°22'31"E	160.71'
BG-7	BG-6	S26°45'51"W	172.75'
BG-7	HD-2	S24°22'31"W	160.71'

SURVEY RECORDS

R-1 PARTITION PLAT 1999-30 BY PLS 652 (SURVEY NO. 55-114-0)

R-2 G.L.O. SURVEY BY ODELL AND LEWIS DATED FEBRUARY 7, 1995

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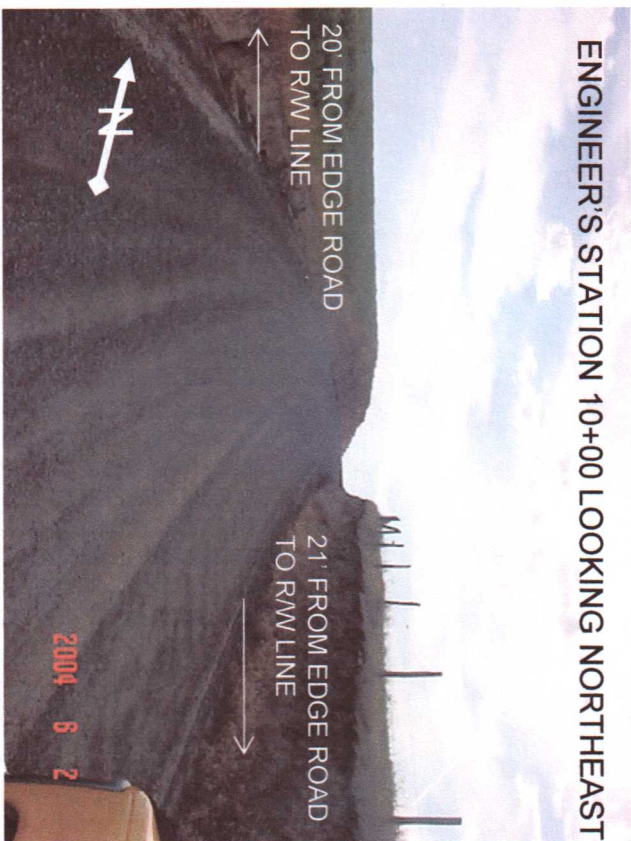
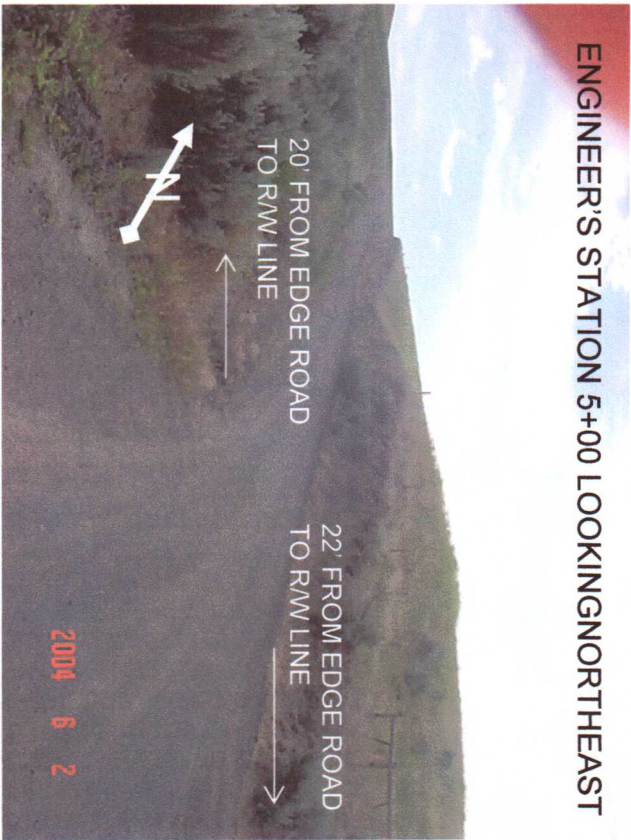
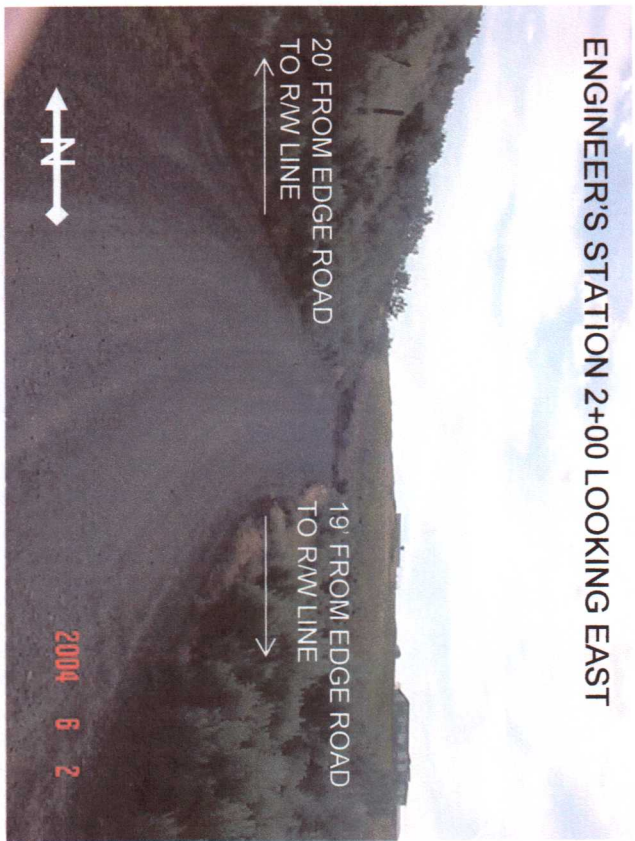
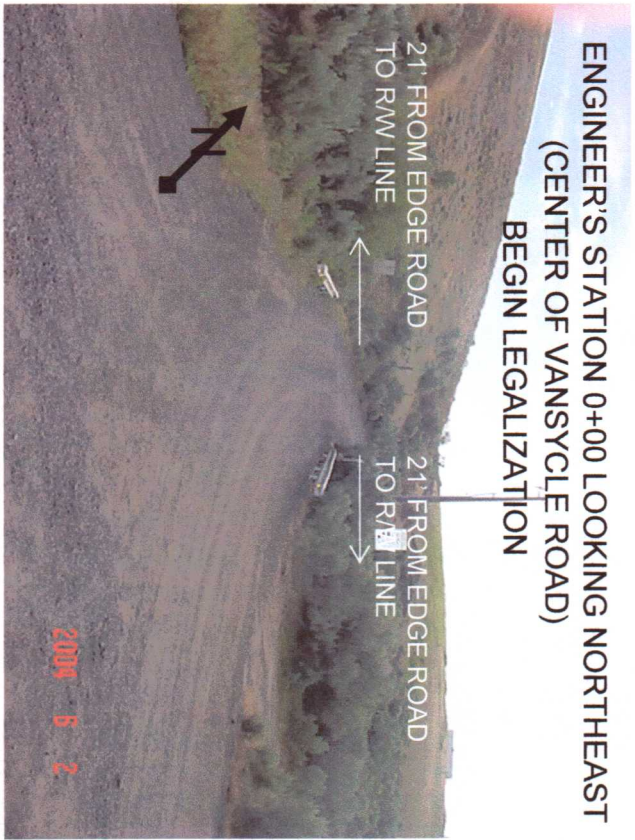
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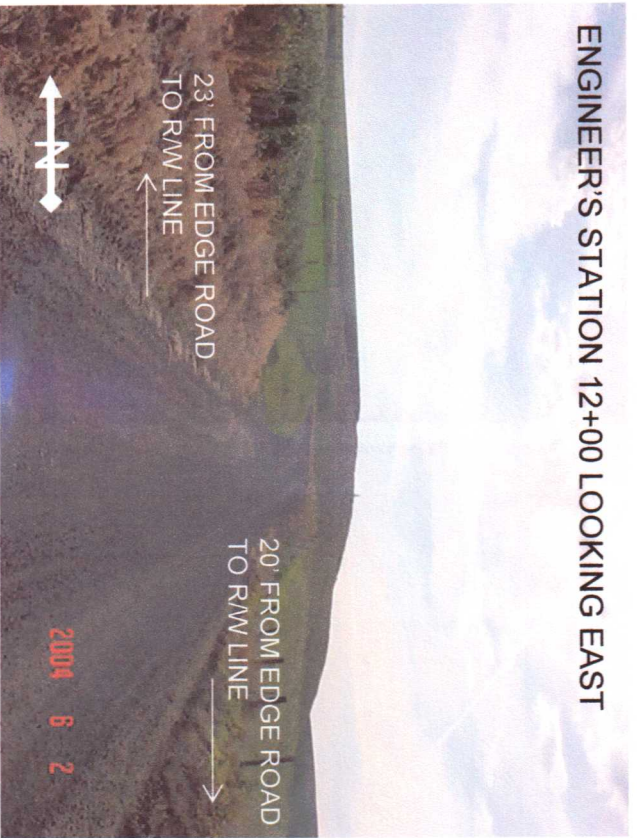
COUNTY ROAD NO. 717 LEGALIZATION SURVEY
 BUTLER GRADE ROAD

LOCATED IN SECTIONS 4 AND 9
 TOWNSHIP 5 NORTH, RANGE 33 E.W.M.

DATE OF SURVEY: MAY, 2004 SHEET 2 OF 2



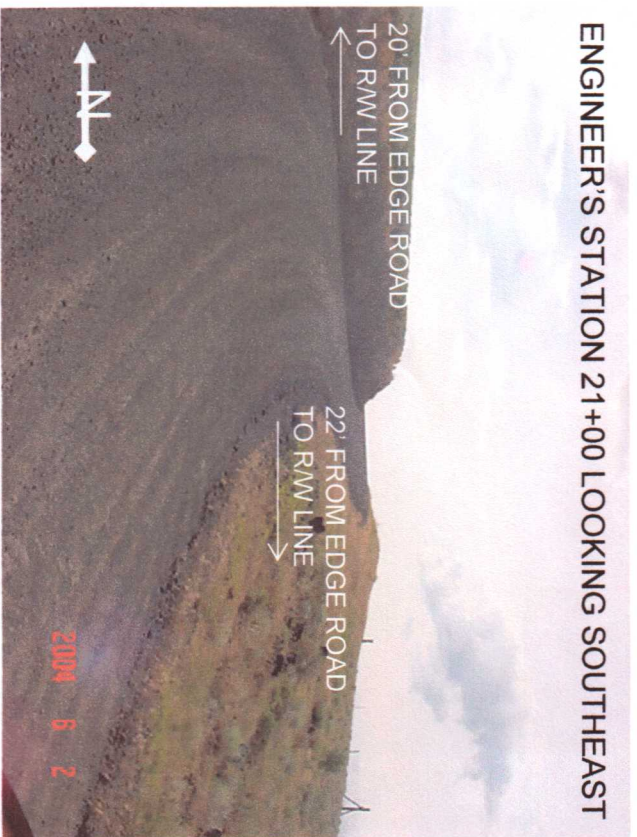
ENGINEER'S STATION 12+00 LOOKING EAST



ENGINEER'S STATION 25+00 LOOKING EAST



ENGINEER'S STATION 21+00 LOOKING SOUTHEAST



ENGINEER'S STATION 31+00 LOOKING NORTH
END LEGALIZATION

