

BEFORE THE BOARD OF COUNTY COMMISSIONERS  
FOR UMATILLA COUNTY, STATE OF OREGON

FILED  
J. DEAN DOUGLASS, SR.  
UMATILLA COUNTY CLERK

1984 JAN 13 2 1:37

In the Matter of Relocating )  
Portions of County Road #275 )  
County of Umatilla, State of )  
Oregon )

FINDINGS OF FACT:  
CONCLUSIONS OF LAW:  
ORDER OF VACATION:

SYNOPSIS:

On September 7, 1983, the Umatilla County Board of Commissioners requested the relocation and vacation of portions of County Road #275, as shown in Exhibit "A", in Umatilla County, Oregon.

Pursuant to ORS 368.346, a public hearing was held before the Umatilla County Board of Commissioners on October 19, 1983, and November 23, 1983. At the November 23, 1983, hearing after consideration of all of the evidence presented, the Board of Commissioners approved the relocation of portions of County Road #275 and the vacation of all portions not used in the new right-of-way, making the following findings of fact and conclusions of law.

FINDINGS OF FACT

1. On September 7, 1983, the Board of Commissioners signed a resolution initiating relocation proceedings and setting a date for a hearing for October 19, 1983, at 10:30 AM.
2. Also on September 7, 1983, the Board of Commissioners by order directed the County Roadmaster to examine the road to be relocated and make a report in writing to be filed with the County Clerk pursuant to ORS 368.356.
3. Notice of the October 19, 1983, hearing was given by the Umatilla County Roadmaster as follows. On September 8, 1983, notice of the hearing was posted at the north and south ends and at a place equidistance from these ends on the above referenced portion of the road to be relocated. A fourth notice was posted on the bulletin board located at the entrance of the Umatilla County Courthouse in Pendleton, Oregon. These notices remained posted in excess of 20 days. In addition, notice of the hearing was given by certified mail pursuant to ORS 368.406 to Kenneth and Leila Palmer, Robin Fletcher, Sr., Robin Fletcher, Jr, William Fletcher, Milo and Norma Adkinson, Peter M. French, Umatilla County Planning Commission, Cascade Natural Gas, Telephone Utilities of Eastern Oregon. Columbia Power Co-op. Pursuant to ORS 368.416, a notice of hearing was published twice in a newspaper of general circulation, once being more than 20 days prior to the hearing and once being within 10 days of the hearing.

4. At the October 19, 1983, and November 23, 1983, hearing no challenges for bias, prejudice, or personal interest were made to the qualifications of any Commissioner by any proponent or opponent of the proposed relocation.

5. No Board member disqualified himself due to any personal or other conflict of interest.

6. There were no objections to the jurisdiction of the Board to hear the matter.

7. At the commencement of each hearing, the presiding officer announced the nature and purpose of the hearing.

8. The Umatilla County Planning Commission recommended approval of the relocation and vacation because it would not have any adverse impacts on the surrounding area.

9. The Umatilla County Roadmaster in his report submitted October 19, 1983, recommended that the portions of the county road in question should be relocated and vacated, as the new road will be safer for the traveling public, easier to maintain, and access to adjoining properties will be present.

10. There was an objection to the relocation and vacation at the October 19, 1983 hearing therefore the hearing was recessed until November 23, 1983, the objection had been resolved and there were no further objections.

#### CONCLUSIONS OF LAW

1. Notice for all hearings was given pursuant to ORS 346.

2. The provisions of ORS 368.326 to ORS 368.366 were complied with in conducting the relocation and vacation hearings.

3. Because the portions of County Road #275 requested to be vacated will not serve the general public, will be of no significant use to the county road system, and after completion of the relocation and reconstruction of County Road #275, access to adjoining properties will be present, the vacation and relocation of the above-referenced portion of County Road #275 will be in the public interest.

Based on the above findings of fact and conclusions of law,

IT IS HEREBY ORDERED that the relocation and vacation of that portion of County Road #275 as shown in Exhibit "A" is approved and that the portion of County Road #275 as shown in Exhibit "A" is hereby relocated and vacated as shown in Exhibit "A".

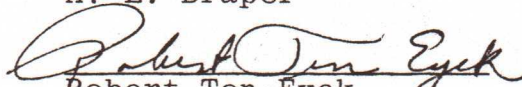
No costs resulted from the approval of this relocation and vacation.

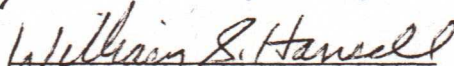
This order shall be final on the date indicated below and shall become effective when filed with the County Clerk, County Surveyor and County Assessor pursuant to ORS 368.356 (3).

Dated this 18<sup>TH</sup> day of JANUARY, 1984.

Umatilla County  
Board of Commissioners

  
A. L. Draper

  
Robert Ten Eyck

  
William S. Hansell

Attest:

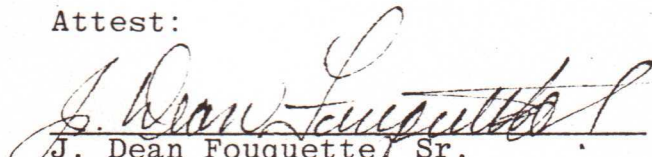
  
J. Dean Fouquette Sr.  
County Clerk

Exhibit "A"

Beginning at the Corner to Sections 11, 12, 13 and 14, Township 5 South, Range 31 EWM,

thence S 21° 00'E 510 ft  
thence S 7° 30'E 336 ft  
thence S 35° 30'E 354 ft  
thence S 14° 05'E 128 ft to Camas Creek the true point of beginning of this description.

thence S 14° 05'E 1200 ft  
thence S 24° 30'E 300 ft (given as MP 42 on Old Field Notes)  
thence S 24° 30'E 1753 ft  
thence S 20° 43'E 2721 ft  
thence S 9° 30'E 806 ft (given as MP 43 on Old Field Notes)  
thence S 9° 30'E 1600 ft  
thence S 9° 25'E 659 ft  
thence S 15° 00'E 844 ft  
thence S 33° 00'E 803 ft  
thence S 22° 00'E 933 ft  
thence S 40° 30'E 449 ft  
thence S 35° 15'E 651 ft (given as MP 44 on Old Field Notes)  
thence S 35° 15'E 2375 ft  
thence S 7° 12'E 1793 ft  
thence S 0° 50'E 1112 ft (given as MP 45 on Old Field Notes)  
thence S 0° 50'E 652 ft  
thence S 41° 00'E 2387 ft to the end of the portion of County Road 275 to be vacated. Said point is approximately 158 ft. east of the corner for Sections 35 and 36, Township 5 South, Range 31 EWM.

Centerline Description for County Road #275 as relocated.

Beginning at Engineer's Centerline Station 0+00 thence  
South  $0^{\circ}58'$ , 1,344.65 ft to Engineers centerline Station 13+44.65  
(said station being 6,629.238 ft North and 2,100.398 ft. East of the  
Southwest corner of said Section 23)

Thence South  $0^{\circ}58'$  East, 59.24 ft.

thence on a 477.47 ft radius curve right (the long chord of which  
bears South  $7^{\circ}10'30''$  West) 135.69 ft.

thence South  $15^{\circ}19'$  West, 947.71 ft.

thence on a 477.47 ft radius curve right (the long chord of which  
bears South  $25^{\circ}30'$  West) 169.72 ft.

thence South  $35^{\circ}41'$  West, 346.55 ft.

thence on a 636.62 ft radius curve left (the long chord of which  
bears South  $19^{\circ}12'30''$  West) 366.11 ft.

thence South  $2^{\circ}44'$  West) 424.13 ft

thence on a 572.96 ft. radius curve right (the long chord of which  
bears South  $16^{\circ}47'30''$  West) 281.17 ft

thence South  $30^{\circ}51'$  West, 129.98 ft.

thence on a 477.47 ft radius curve left (the long chord of which  
bears South  $11^{\circ}17'30''$  West) 325.97 ft.

thence South  $8^{\circ}16'$  East, 1207.52 ft

thence on a 1432.39 ft radius curve left (the long chord of which  
bears South  $14^{\circ}26'$  East) 308.33 ft.

thence South  $20^{\circ}36'$  East, 108.86 ft.

thence on a 272.84 ft radius curve right (the long chord of which  
bears South  $26^{\circ}11'30''$  West) 445.63 ft.

thence South  $72^{\circ}59'$  West 122.57 ft

thence on a 716.20 ft radius curve left (the long chord of which  
bears South  $63^{\circ}12'30''$  West) 244.38 ft.

thence South  $53^{\circ}26'$  West , 368.49 ft

thence on a 954.93 ft radius curve right (the long chord of which  
bears South  $64^{\circ}51'30''$  West) 380.83 ft.

thence South  $76^{\circ}17'$  West, 308.32 ft.

thence on a 954.93 ft radius curve right (the long chord of which  
bears South  $82^{\circ}38'00''$  West) 211.67 ft.

to Engineers Centerline Station 82+37.52

thence South  $88^{\circ}59'$  West 414.49 ft

thence on a 572.96 ft radius curve right (the long chord of which  
bears North  $81^{\circ}30'$  West) 190.33

thence North  $71^{\circ}59'$  West , 112.49 ft.

thence on a 358.10 ft radius curve left (the long chord of which  
bears South  $86^{\circ}35'$  West) 267.82 ft.

thence South  $65^{\circ}09'$  West, 87.43 ft

thence on a 477.47 ft radius curve right (the long chord of which  
bears South  $78^{\circ}54'30''$  West) 229.31 ft.

thence North  $87^{\circ}20'$  West, 236.62 ft.

thence on a 477.47 ft radius curve left (the long chord of which  
bears South  $76^{\circ}18'30''$  West) 272.64 ft.

thence South  $59^{\circ}57'$  West, 618.21 ft.

thence on a 477.47 ft radius curve left (the long chord of which  
bears South  $20^{\circ}43'$  West) 653.89

thence South  $18^{\circ}31'$  East 589.87 ft  
to Engineers Centerline Station 119+10.77

thence on a 954.93 ft radius curve left (the long chord of which  
bears South  $24^{\circ}33' 30''$  East) 201.39 ft.

thence South  $30^{\circ}36'$  East 1262.97 ft

thence on a 954.93 ft radius curve left (the long chord of which  
bears South  $37^{\circ}41'30''$  East) 236.39 ft

thence South  $44^{\circ}47'$  East 582.94 ft

thence on a 477.47 ft radius curve right (the long chord of which  
bears South  $20^{\circ}06'30''$  East) 411.25 ft

thence South  $4^{\circ}34'$  West, 333.09 ft

thence on a 1432.39 ft radius curve left (the long chord of which  
bears South  $0^{\circ}56'30''$  East) 275.42 ft

thence South  $6^{\circ}27'$  East 350.38 ft

thence on a 954.93 ft radius curve left (the long chord of which  
bears South  $15^{\circ}59'$  East) 317.78 ft

thence South  $25^{\circ}31'$  East, 2451.29 ft

thence on a 716.20 ft radius curve right (the long chord of which  
bears South  $13^{\circ}17'30''$  East) 305.63 ft.

thence South  $1^{\circ}04'$  East, 1520.68 ft

thence on a 954.93 ft radius curve left (the long chord of which  
bears South  $19^{\circ}52'30''$  East) 626.94 ft

to Engineers Centerline Station 207+86.87

thence South  $38^{\circ}41'$  East 398.94 ft

thence on a 477.47 ft radius curve right (the long chord of which  
bears South  $19^{\circ}42'30''$  East) 316.25 ft

thence South  $0^{\circ}44'$  East, 800.15 ft

thence on a 572.96 ft radius curve left (the long chord of which  
bears South  $46^{\circ}07'30''$  East) 907.83 ft

thence North  $88^{\circ}29'$  East, 4297.10 ft

thence on a 716.20 ft radius curve right (the long chord of which  
bears South  $78^{\circ}38'32''$  East) 321.86 ft

to Engineers Centerline Station 277+29.00

The widths in feet of the relocated County Road #275 are as follows:

Station to Station		Easterly Side of centerline	Westerly Side of centerline
13+44.43	14+03.89	50	40
14+03.89	15+39.58	50	40 in a straight line to 50
15+39.58	20+00	50 in a straight line to 40	50
20+00	20+17		50
20+00	21+00	40 in a straight line to existing r/w of CR 275	
20+17	21+00		50 to existing r/w of CR 275
21+00	30+03.56	Existing r/w of CR 275	Existing r/w of CR 275
30+03.56	32+00	Existing r/w of CR 275 in a straight line to 40	
30+03.56	31+00		Easterly r/w of CR 275
32+00	32+50	40 in a straight line to 45	
31+00	33+69.67		45
32+50	35+00	45	
33+69.67	36+00		45 in a straight line to 40
35+00	37+93.80	45 in a straight line to 40	
36+00	37+93.80		40
37+93.80	39+00	40	40 in a straight line to 50
39+00	40+74.97	40	50
40+74.97	42+04.95	40 in a straight line to 60	50
42+04.95	44+00	60	50
44+00	45+30.92	60 in a straight line to 50	50 in a straight line to 40
45+30.92	55+00	50	40
55+00	56+00	50	40 in a straight line to 50
56+00	57+38.44	50 in a straight line to 60	50
57+38.44	61+55.63	60	50
61+55.63	62+50	60 in a straight line to 50	50
62+50	66+01.26	50	50
66+01.26	67+00	50 in a straight line to 60	50
67+00	69+00	60	50
69+00	70+00	60 in a straight line to 50	50

Station to Station		Eastern Side	Westerly Side
70+00	71+00	50	50 in a straight line to 40
71+00	76+00	50	40
76+00	77+00	50 in a straight line to 60	40
77+00	84+00	60	40
84+00	85+00	60 in a straight line to 70	40
85+00	89+54.83	70	40
89+54.83	90+50	70 in a straight line to 90	40
90+50	92+22.75	90	40
92+22.75	93+10.18	90 in a straight line to 60	40
93+10.18	94+00	60	40
94+00	95+00	60 in a straight line to 80	40
95+00	95+50	80	40
95+50	96+50	80 in a straight line to 60	40
96+50	97+00	60	40
97+00	98+00	60 in a straight line to 80	40 in a straight line to 70
98+00	100.48.75	80	70
100+48.75	101+50	80	70 in a straight line to 50
101+50	102+50	80	50
102+50	103+50	80 in a straight line to 70	50
103+50	105+50	70	50
105+50	106+50	70 in a straight line to 40	50 in a straight line to 40
106+50	181+00	40	40
181+00	182+00	40 in a straight line to 50	40 in a straight line to 50
182+00	186+00	50	50
186+00	187+00	50 in a straight line to 40	50 in a straight line to 40
187+00	231+38	40	40

NORTHERLY SIDE

231+38 to 277.29

40