



RE-SET 1/4 SECTION CORNER
INITIAL POINT OF
WESTER SECTION
CONCRETE DISC
IN CONCRETE

RE-SET N 1/4 CORNER SECTION 16
WITH RAILROAD SPIKE WITH BRASS
PLUG IN LINE WITH EAST LINE OF
MOSER ADDITION 35.00' SOUTH
OF INITIAL POINT
FOUND CHAIN LINK 1' DEEP IN
SAME LOCATION



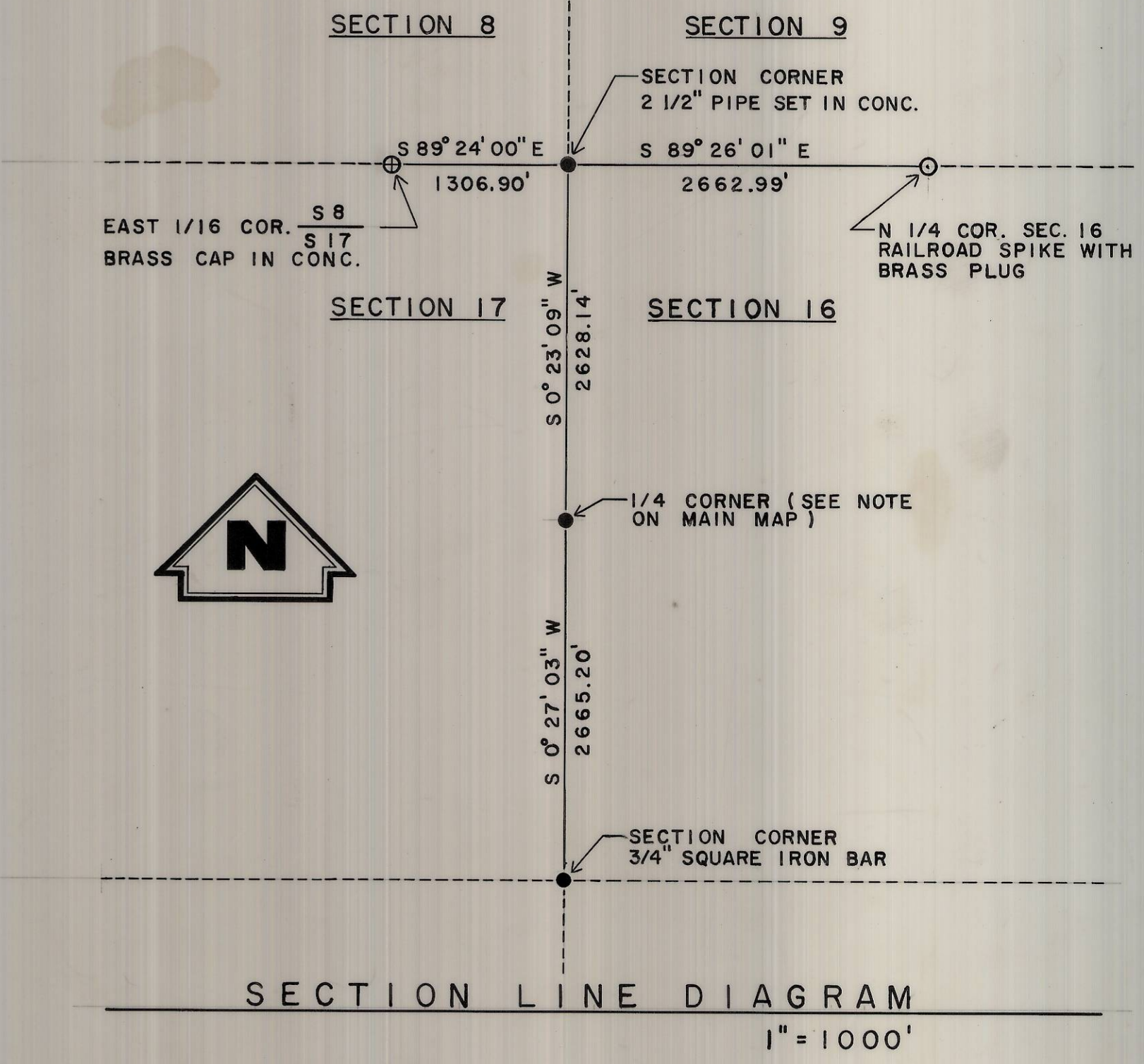
- LEGEND**
- ⊙ SET RAILROAD SPIKE WITH BRASS PLUG
 - ⊙ SET BRASS DISC IN CONCRETE
 - ⊙ SET 5/8" IRON PIN WITH BRASS PLUG 6" BELOW SURFACE
 - ⊠ FOUND STONE MONUMENT WITH CROSS
 - ⊠ FOUND MONUMENT - 2" IRON PIPE IN CONCRETE - INITIAL POINT
 - FOUND EVIDENCE OF PREVIOUS SURVEYS AS NOTED

NOTES

(123') RECORD DISTANCES IN PARENTHESIS

BASIS OF BEARINGS - SOLAR OBSERVATION

DISTANCES SHOWN BETWEEN CHERRY & DOUGLAS STREET ARE WITH REFERENCE TO THE EAST LINE OF ORANGE & CONBOY'S ADDITION, EXCEPT FOR SOUTH LINE OF MOSER & HAGAN ADDITIONS & CENTERLINE MONUMENT IN DOUGLAS STREET.



REGISTERED
PROFESSIONAL
LAND SURVEYOR
William R. Wells
OREGON
JULY 22, 1977
WILLIAM R. WELLS
1106

SHEET OF	DRAWING	REVISIONS	SCALE 1"=200'-0" DATE FEB. 16, 1979 DES BY DR BY C.A.A. CK BY W.R.W.	WALLULIS & ASSOCIATES, INC. ENGINEERING & PLANNING 5 S. E. NYE AVENUE PENDLETON, OREGON 97801 108 EAST MAIN HERMISTON, OREGON 97838 503-276-1598 503-567-3331	PROJECT STREET MONUMENTATION PILOT ROCK, OREGON	WALLULIS PROJECT NO. 76-125 AGENCY PROJECT NO.
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City

Narrative of
MONUMENTATION SURVEYS
for
CITY OF PILOT ROCK, OREGON

1. History & General Description of Original Subdivision Plats

The name, year filed, and general comments regarding plat monumentation are listed below for those subdivision plats now comprising the City of Pilot Rock:

Q-905-C

<u>Plat Name</u>	<u>Year Filed</u>	<u>Extent of Original Monumentation According to Plat</u>
Town of Pilot Rock	1878	No Monuments Indicated
North & South Additions - Including Map of Town of Pilot Rock	1884	Four unspecified monuments indicated at certain street intersections
Orange & Conboys Addition	1920	Unspecified boundary monuments set & two unspecified boundary monuments set at certain street intersections
Moser Addition	1947	Boundary monuments set
John Wilson Addition	1947	Boundary monuments set
McDevitt Addition	1951	All lots monumented
Hagen Addition	1952	All lots monumented
McDevitt Addition No. 2	1952	All lots monumented
McDevitt Addition No. 3	1953	All lots monumented
McDevitt Addition No. 4	1954	All lots monumented
Royer Addition	1954	All lots monumented
Moltke Addition	1954	All lots monumented
McDevitt Addition No. 5	1955	All lots monumented

II. Purpose of This Survey

The purpose of this survey was to monument street intersections, within existing subdivisions, based on the best remaining evidence of the original monuments. The project budget did not allow complete monumentation in all areas of the City.

The majority of our survey effort was directed into the downtown area and eastern part of the town, in areas where many of the original monuments have been lost or obliterated. Certain other areas of town were searched for evidence of original monuments and the results of the search efforts are shown on the Street Monumentation Map.

The work was performed periodically from March 1978 through January 1979.

III. General Summary of Conditions Found

In general, few original monuments were found in the downtown and eastern parts of town. In the downtown area, the original plats did not even specify the type of original monument established. A search of records available in the county surveyor's office revealed no evidence of the perpetuation of the monuments originally set. Recorded surveys for the downtown area often made reference of a monument set at the intersection of main street and the State Highway. In all, three monuments were found along Main Street, between the State Highway and Alder Street which were used as a basis for new street centerline monuments in the downtown area.

In the eastern part of town, two subdivisions cover the majority of platted lands.

In Orange and Conboys Addition, filed in 1920, two unspecified interior monuments were set at street intersections and the boundary of the tract was marked with unspecified monuments. We were able to recover the initial point of Orange and Conboys and a stone monument set at the intersection of East Main and Cherry Street.

Moser Addition, filed in 1947, supposedly abutts the East side of Orange and Conboys Addition. The initial point and the boundary were set in the Original Plat of Moser Addition. We found the initial point of Moser Addition, a point on the North boundary of Moser Addition and three 3/4 inch iron pipes on the West line of Northeast Elm Street, north of N. E. 3rd Street (no record of these monuments being set).

IV. Narrative of Monumented Subdivisions

A. Town of Pilot Rock (Downtown Area)

* Discussion - No original monuments are shown as set on the original plat of the town. The later Plat of North and South Additions to the Town of Pilot Rock also included a map of the original town. This plat map showed that four unspecified monuments had been set. The plat of North and South Additions also showed that some of the street right-of-way widths as shown on the original plat of the Town of Pilot Rock had been changed. During our survey, we searched for monuments at each of the locations shown on the Plat and found monuments whose description and location are shown below:

<u>Location of Monument as per plat</u>	<u>Type of Original Monument Set</u>	<u>Type of Monument Recovered</u>
Intersection of street center- lines at Main & Willow Streets (Now Main & Highway 395)	Not specified	3/4" iron pipe set in concrete (replaced with brass disc)
* A point on the centerline of Willow Street (now West Main) within the right-of-way of what is now North Alder Street	Not Specified	5/8" iron pin (replaced with brass disc)
* A point on the centerline of Birch Street (now S. W. 2nd) within the right-of-way of what is now North Alder Street	Not specified	No evidence recovered
* A point on the centerline of Alder Street (now S. W. 3rd) within the right-of-way of what is now North Alder	Not specified	No evidence recovered

* There are no physical ties shown on the Plat indicating the position of the original monuments located in what is now Alder Drive. A section line is also shown on the Plat east of the East Boundary. There is no physical tie between the plat and the section line.

Our field search indicated that the 3/4 inch iron pipe at the intersection of Main Street and Highway 395 and the 5/8 inch iron pin located in what is now Alder Drive is apparently the best available evidence of the perpetuation of the original monuments set. While setting the new street intersection

monuments, we found at the correct proportioned position a 1 inch iron pipe buried 1 1/2 feet at the intersection of what is now Main and Alder Place.

Field checks of sidewalks, curbs and building faces indicate that the physical improvements fit the above-described monuments found along Main Street within reason. Also, the above-described monuments found along Main Street fit a pin set by survey by Hayes & Harris Engineering at the west right-of-way line of Delwood Street. A search of the public survey records at the county surveyor's office indicated no record of the original monuments shown on the Plat of North and South Addition to the Town of Pilot Rock being perpetuated. There was no record of the 5/8 inch pin being set in Alder Drive at the centerline of West Main or the 3/4 inch pipe set at the intersection of centerline of what is now West Main and Alder Place. The public survey records also indicate that there has been little survey activity in the downtown area over the years.

Conclusions and Actions

The 3/4 inch iron pipe found at the intersection of centerlines of Main Street and Highway 395 is the best available evidence of the perpetuation of the original monument position. The 5/8 inch iron pin at the centerline of Main and Alder Drive is the best available evidence which would indicate the line and direction of Main Street. The 1 inch iron pipe found buried 1 1/2 feet at the intersection of centerlines of West Main and Alder Place supports the position of the 3/4 inch pipe at Main Street and Highway 395 and the 5/8 inch pin on the centerline of Main and Alder Drive.

The above-described monuments found at each end of Main Street were used as the basis for laying out the street centerlines of the original Town of Pilot Rock. Record angles and record distances were used to establish the street intersections North and South of East Main Street as shown on

the accompanying Street Monumentation Map. The distance between the monuments found on East Main is 0.20 feet long in 610 feet when compared to the record distance. This fact results in the East-West dimension of the Town being 0.20 feet longer than record distance throughout the area which was monumented.

B. Orange & Conboys Addition

Discussion - Orange and Conboys Addition to the Town of Pilot Rock was platted in 1920. The original plat shows that two unspecified interior monuments were set at street intersections and that the boundary of the subdivision was surveyed out and marked with unspecified monuments. The initial point of the subdivision is identified as an iron pipe. The boundary of the subdivision does not mathematically close by 2.27' Northing and 15.43' Easting. Lot corner monuments are not indicated on the plat.

During our search for the original subdivision monuments, we recovered a stone with "X" at the intersection of East Main and Northeast Cherry and the initial point of the subdivision, a 1 1/2 inch iron pipe. A thorough search of the exterior of the subdivision failed to recover any of the original boundary monuments.

Conclusions and Actions

Having recovered the initial point of the subdivision and the stone with an "X" at the intersection of East Main and Northeast Cherry, we layed out the intersections of streets as follows:

By using the measured distance between the stone with "X" and the initial point as the hypotenuse of a right triangle, and using the record distance from the stone with "X" to the East boundary of the subdivision, we were able to determine the direction and distance of a portion of the east boundary of the subdivision by computation. We were unable to check

our computed distance along the East boundary with record plat distances because this subdivision is one where dimensions were omitted on lots at the corners of the subdivision. These lots without dimensions would apparently have to bear any excess or deficiency when apportioning the line.

By the record, the streets within the subdivision were laid off parallel and perpendicular to the East Boundary of the subdivision. Having established the East boundary of the subdivision as described above and having the location of the street intersection where the stone is located, we proceeded to lay out the street intersections to be monumented by record angle and distance. The results of the street intersection layout are shown on the Street Monumentation Map.

C. Moser Addition

Moser Addition was platted in 1947 and is located just east of Orange & Conboys Addition. The plat shows that an initial point was set and the boundary of the subdivisions was monumented. Lot corner monuments are not indicated on the plat.

Our field search recovered three monuments which are indicated on the Moser Plat:

1. The initial point of Moser Addition.
2. The initial point of Orange & Conboys Addition.
3. The stone monument at intersection of East Main and Northeast Cherry Street (set as part of Orange & Conboys Addition).

Three 3/4 inch iron pipes were found near the north end of the subdivision along the west right-of-way of Northeast Elm Street, north of N. E. 3rd Street. There is no public record of these pipes being set and they are not indicated on the original plat.

Based on the location of the initial point of Moser Addition, Moser Addition

overlaps into the eastern part of Orange & Conboys Addition as noted on the Street Monumentation Map.

Two methods of establishing street intersections in Moser Addition seem worthy of consideration:

Method 1: Use the East line of Orange & Conboys Addition to establish the direction of the Westerly line of Moser Addition. This method would result in Moser Addition overlapping Orange & Conboys Addition 0.31 foot uniformly along the West side of Moser Addition.

Method 2: Use the bearing from the initial point of Orange & Conboys Addition to the initial point of Moser Addition as the bearing of the West line of Moser Addition. This method would result in Moser Addition overlapping Orange & Conboys Addition from 0.31 foot at the initial point to 0.56 foot at the North end of Moser Addition at N. E. 3rd Street.

Conclusions and Actions

Method 2 was selected for the basis of establishing street intersections in Moser Addition based on the following reasoning:

Lot corners computed on the basis of Method 2 check the three 3/4 inch pipes found on the West side of Northeast Elm within 0.1 foot. Although there is no public record of the 3/4 inch pipes being set, we can conclude that the pipes were set as part of a land survey because of their close proximity to their computed positions. We would also have to suspect that the surveyor who set these pins had more original evidence to go on than we do at the present time.

Street intersections were laid out parallel and perpendicular to the West boundary of Moser Addition at the record distances shown on the original plat.

D. Hagen Addition

Hagen Addition was platted in 1952 and is located East of and abutting Orange & Conboys Addition and South of and abutting Moser Addition.

Lot corners were set as part of this subdivision. The initial point of Hagen Addition is the same as the initial point of Moser Addition.

The boundary of the Plat does not close mathematically by 0.45' in the East-West direction.

Our search revealed five lot corner monuments on Southeast Elm Street, two monuments on the West right-of-way line and three monuments on the East right-of-way line. The centerline of Southeast Elm Street was established based on those lot corner monuments found on Elm Street.

Based on the lot corner monuments found, there is a 1.14' offset between the centerline of Southeast Elm as determined in Moser Addition and the centerline location determined in Hagen Addition. It would appear that the monuments actually set in Hagen Addition along the right-of-way of Southeast Elm Street substantially disagree with the location of the monuments as shown on the original Hagen Plat in this area.

The North line of Hagen Addition as computed from lot monuments found, matches the South line of Moser Addition.

V. Other Work Accomplished

1. Lot corner monuments and street intersection points were searched for in Royer and the McDevitt Additions. The results of our searches are shown on the Street Monumentation Map. Considerable street and utility construction has occurred in Royer Addition since we made the search for pins and it is possible that some of the pins shown on our Map have been destroyed.

2. The quarter corner common to Sections 9 and 16 was confirmed based on original monuments found in Royer Addition and was monumented as shown on the Map.

3. The East 1/16 corner common to Sections 8 and 17 had been destroyed by construction and was re-established based on the original pins found along the North and West boundaries of Moltke Addition.

4. During the course of searching for monuments throughout the town, a number of points were recovered which may or may not be of value to surveyors working in Pilot Rock in the future. The points found are shown on the Street Monumentation Map as supplemented information, and in general, unless shown on the Map, no measurements were made between these supplemental points.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

William R. Wells

OREGON
JULY 22, 1947
WILLIAM R. WELLS
1106

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4-1-79