

SITUATED IN THE NW 1/4 AND THE NE 1/4 OF S 17; AND THE SW 1/4 AND THE SE 1/4 OF S 8; T 8 S, R 46 E, WM BAKER COUNTY, OREGON

SURVEY NARRATIVE

Resolution of Main St., Halfway, Oregon

Main Street in Halfway was originally part of a county road petitioned by Wm. McKinnell, et al dating back to April 1887. Fred Simonis, Surveyor was directed by the court to survey the proposed road. Evidently he did not file his field notes or plat with the court, and there were complaints from land owners that he did not follow the agreed upon line. H. W. Cook was then appointed to survey this road, and he, I. N. Young, G. W. Bennehoff, and John Fewell were appointed to view the road. This order was entered in Book D, Page 146, Union County Commissioners Journal.

The original plat as entered in Book G, Page 410, Union County, lists original courses through where the present town of Halfway resides as N 34° 40' W, 18 chains (to A2), thence N 51° W, 3.50 chains (to A3), thence N 22 1/2° W, 22.50 chains (to A4), thence N 40° 36' W, 45.60 chains (A5). A document dated May 13, 1887 states these same courses as N 34° W, 72 rods (18 chains), thence N 55° W, 14 rods (3.50 chains) to A3, thence N 22° W, 90 rods (22.50 chains), thence N 39 3/4° W, 222 rods (55.5 chains) to A5. There is a disparity between the bearings from A2 to A3 - the plat calls for N 51° W, the document calls for N 55° W. Present cultural features do not support either of these bearings although recent deeds approximate the N 55° W bearing.

The original subdivision plats of Halfway along Main Street are: Claude Officers First Addition, filed Oct. 17, 1908, W. W. Lloyds Addition, filed June 2, 1909, W. W. Lloyds Second Addition filed April 18, 1911, Black and Motley Addition, May 4, 1916, Hunsakers Subdivision of lots 2 & 3, and Block A of the Black and Motley Addition, September 2, 1916.

In 1928, the Oregon State Highway Commission located a highway alignment on the north side of Halfway. They list a bearing for Main Street north of Record as N 22° 45' W to an angle point between present day Kellogg and Bell Streets. There is a found pin at this angle point from CS 8-46-47. From this angle point they went N 51° 43' W 411.5 ft., thence around a 6° curve right 108.3 ft., and thence N 38° 37' W 2460.6 ft. An Oregon State Highway Department construction map, 5B-30-19, of the south side of Halfway in 1941 describes the south end of Halfway up to the intersection of Main and Commercial Streets.

I have resolved Main Street in Halfway as follows:

I. Main Street from Beginning of Job to angle point #1 - The beginning stationing for this job was determined from OSHD drawing 5B-30-19 and a monument as described by a Philo Anderson plat dated May 17, 1956 to be Engineers Centerline Station 126+50.05 (4+306.172 m). The monument is a copper plated steel pin on the northerly R/W boundary of the Oregon State Highway. This pin was held for one end of the tangent and a best fit of the road was established as the other end. This alignment fits reasonably well with fences in the area. Drawing 5B-30-19 lists a 10° curve right at the end of this tangent, but the record delta of 30° 39' does not fit existing conditions. A 10° curve (R=174.738m) with a delta of 28° 44' 35" was used to describe this segment of the job. The next tangent was established also by the best fit of the existing road. A search of this area produced one pin from a James Hanley survey dated September 16, 1951. It was, however, found laying horizontal on the ground and its original position could not be determined. The resulting bearing of N 32° 46' 09" W closely approximates bearings described by Baker County Deeds 80-23-061, 81-33-015, and 87-44-084. For the next segment, OSHD map 5B-30-19 lists a 24° curve left from Engineer's Station 150+52.9 P.C. to 151+81.1. The record deltas of this curve, 30° 46', and the degree of curve, 24°, from OSHD 5B-30-19 do not fit existing conditions. To further complicate matters, Baker County Deeds 89-07-23, and 91-10-034 list a bearing of N 54° 45' W as do Baker County Surveys 8-46-24, 8-46-46 and a map done by Phil Anderson in 1958. Baker County Survey 8-46-33 lists the bearing for this segment as S 60° 07' 11" E. The distance of 14 rods (70.409 m) for this segment is too short to fit existing conditions and also does not fit the above stated deeds, surveys and maps. An Oregon State Highway Department construction map of south side of Halfway in 1941 tied into the existing city street (Main) with a bearing of N 61° 44' W. A best fit of the road was made utilizing a delta of 26° 29' 06" and a 15° curve (R=116.425m) left. The tangent at the end of this curve was extended to intersect with angle point number 1, which is in the intersection of Main and Commercial Streets.

II. Main Street from Commercial to Record Street - Lloyds Second Addition notes a bearing of S 22° 45' E from the center of Main and Record looking southeasterly. There is evidence on the westerly side of main to support this bearing: Baker County Survey 8-46-31. On the easterly side of Main Street, however, Baker County Surveys 8-46-24, and 8-46-46, and Baker County Deed 89-27-023 suggest a slightly different bearing: N 23° 06' W. This fits well with an existing sidewalk. Alignment for this section was developed using a 5/8 inch iron rod monument in the intersection of Main and Record Streets as described in CS 8-46-42 and CS 8-46-64 and the best fit of monuments as described by CS 8-46-24 and CS 8-46-31. This alignment fits existing sidewalks well and closely fits the existing highway.

III. Main Street from Record to Bell: Beginning at a 5/8 inch iron rod in the intersection of Main and Record Streets as described by CS 8-46-42 and CS 8-46-64, thence N 22° 40' 2" W - 335.967 m to a 5/8 inch iron rod as described by CS 8-46-47. This fits well with existing sidewalks and fences, as well as a 5/8 inch rebar set as a city monument at the intersection of Kellogg and Main Streets, said rebar being described by CS 8-46-57 and CS 8-46-42. The monuments described by CS 8-46-42, CS 8-46-47, CS 8-46-60, and CS 8-46-62, CS 8-46-64 tends to support this position as well. Thence from the above mentioned rebar N 52° 49' 28" W. - 155.714 m. to an angle point in the intersection of Main and Bell Streets. Monuments as described by CS 8-46-47 were

accepted as being on the easterly R/W line and were used to determine the direction of this segment. This fits reasonably well with the apparent centerline of Main Street, and also fits existing fences adjacent to the westerly R/W line for this segment.

IV. Main Street from Bell Street to the northerly project limits: The original plat describing this segment was the Black and Motley Addition to the Town of Halfway. A subsequent survey by D.W.C. Nelson dated June 21, 1934 shows different distances along the north line of Bell Street than the original plat. An Oregon State Highway map for the Halfway - Cornucopia Section dated 1928 shows a 6° curve at the intersection of Main and Bell Streets. Book J, page 595 of the Baker County Commissioners Journal transfer a portion of the county road to the State of Oregon and authorize them to make changes in alignment as they deem necessary. There are no R/W files to indicate any real estate was purchased, so I have concluded that at this intersection there is an angle point and that for R/W purposes the county road right of way was adopted without change. CS 8-46-48mp and CS 8-46-66 do not fit the existing highway well, so I have used a best fit of the existing road to determine R/W centerline through this section. To establish stationing at the northerly end of the job, I have used the angle point as described by CS 8-46-47 between Commercial and Bell Streets as the starting point. An OSHD drawing showing the Located Line of 1928 calls this point Station Eq 0+00 (0+000m) ah = 168+66.6 (5+140.940m) bk.

Resolution of Harmon St. (East Bell St.)

The north R/W boundary of East Bell St. is on the 1/16th line between the center south (cs) 1/16th corner of section 8, and the south 1/16th corner between sections 8 and 9, T 8 S, R 46 E, WM. This line is noted on the original plat of the Black and Motley Addition to Halfway dated May 4, 1916. The Center South (CS) 1/16th corner was calculated to be at the midpoint between two found monuments marking the center 1/4 and the south 1/4 corner of section 8. The position of the south 1/16th corner of sections 8 and 9 was determined by proportion using a found monument denoting the southeast corner of section 8 and the northeast (NE) corner of section 8. The position of the NE corner of section 8 was determined using the bearing and distance of the adjacent ODOT survey of Clear Creek Bridge as filed with the Baker County Surveyor.

Three 5/8 inch iron rods were found on the south R/W line of East Bell St. The location of these pins was compared to the north R/W line and found to be compatible. I accept the position of these pins as marking the south R/W line of East Bell Street. I also accept the position of the north R/W line as being 30 feet at right angles to the south R/W line.

East Record St. R/W Resolution

The centerline of East Record St. was located on the original Map of W.W. Lloyds Second Addition to Halfway on April 18, 1911 as being on the section line between sections 8 and 17, T 8 S, R 46 E, WM. O.J. Parratt did this survey. He makes note of an iron pin and rock marking the intersection of Two County Roads (Main St. and Record St.). He also shows a distance of 25 ft. from centerline to the south R/W line, with a total R/W width of 50 ft. In 1948 Philo Anderson located the centerline of Record Street on his plat as well as the SE and SW corners of Section 8. He shows the centerline as being on said section line. On June 23, 1976, James Hanley, Baker County Surveyor, re-established the location of the SW and SE corners of Section 8, and the centerline of Record Street, and made a statement as to their location (Baker County Survey 8-46-21). His accompanying plat, Baker County Survey 8-46-21, shows the section line and the centerline of Record Street as being in slightly different locations. He attributes this to the possibility that the corners may not be in their original position, but were accepted based on best available evidence. Four subsequent surveys done by Hanley Engineering support this location of Record Street. The monuments recovered by ODOT are from the Hanley surveys, and I accept his pins as best available evidence of the location of the existing R/W on Record Street. I have made a line of best fit through these pins using the SE corner of Section 8 as centerline on the east, and a point 25 feet in distance when measured at right angles to point number 8 on the west.

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Robert E. Butler*  
OREGON  
JULY 25, 1995  
ROBERT E. BUTLER  
2733

EXPIRES 12-31-99  
OREGON DEPARTMENT OF TRANSPORTATION  
3012 ISLAND AVENUE  
LA GRANDE, OREGON

THE OREGON DEPARTMENT OF TRANSPORTATION

AMENDED HORIZONTAL CONTROL,  
RECOVERY AND RETRACEMENT MAP

BAKER - COPPERFIELD HIGHWAY, HALFWAY SECTION

BAKER COUNTY

April 5, 1998 to April 8, 1999 For ODOT, Region 5

3012 Island Ave., La Grande, OR 97850

Scale: 1 mm = 1.0 m

Page 2 of 8

FILED MAY 18, 1999  
BAKER COUNTY SURVEYOR  
SURVEY NO. 8-46-80