

SE1/4 SW1/4 SECTION 1, T. 2 N., R. 32 E., W. M.

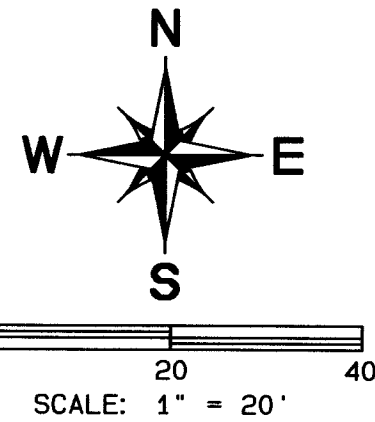
TENTATIVE PLAN  
BOUNDARY ADJUSTMENT

EASEMENT DESCRIPTIONS

Easement 1 - From Lindell Lane to the northerly line of Parcel B. Beginning at the no. 5" iron rebar at the most northerly corner of Parcel A; thence to the southerly right of way line of Lindell Lane, N47°06'11"W, 129.91 feet, the true point of beginning; Thence along the centerline of said easement to the northerly line of Parcel B, 130.34 feet on the arc of a curve left having a radius of 137.48 feet, a central angle of 55°58'08", and a long chord bearing S40°30'47"W, 129.02 feet, to a point which is S86°54'41"W, 179.24 feet from the beginning of said right of way being 30.00 feet wide, 15.00 feet each side of the before described centerline.

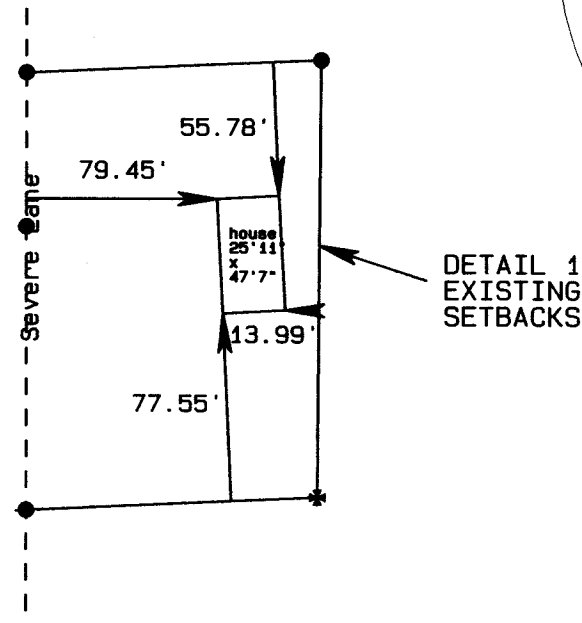
Easement 2 - From Lindell Lane to the southerly line of Parcel C. Beginning at the no. 5 iron rebar at the most northerly corner of Parcel A; thence to the southerly right of way line of Lindell Lane, N47°06'11"W, 129.91 feet, the true point of beginning; Thence along the centerline of said easement to the northerly line of Parcel C, 112.59 feet on the arc of a curve left having a radius of 62.61 feet, a central angle of 103°01'55", and a long chord bearing S14°30'30"W, 98.02 feet, to a point which is S86°54'41"W, 119.90 feet from the beginning, said right of way 30.00 feet wide, 15.00 feet each side of the before described centerline.

Easement 3 - From Lindell Lane to the northwesterly line of Parcel A. Beginning at the no. 5 iron rebar at the most northerly corner of Parcel A; thence to the southerly right of way line of Lindell Lane, N47°06'11"W, 129.91 feet, the true point of beginning; Thence along the centerline of said easement to the northerly line of Parcel B, 112.59 feet on the arc of a curve left having a central angle of 103°01'55", and a long chord bearing S14°30'30"W, 98.02 feet; thence to the northwesterly line of Parcel A, S37°00'30"E, 94.67 feet, to a point which is S37°24'01"W, 103.30 feet from the point of beginning; said right of way being 30.00 feet wide, 15.00 feet each side of the before described centerline.



BASIS OF BEARING

The bearings on this drawing are based on the bearing given by Survey 88-19-C between the southwest section corner and the southwest quarter corner of Section 1.



LINE TABLE

Line Number	This Survey	Record Survey
L1	S86°54'41"W 209.58'	S86°24'W 209.7' (R1) N86°32'49"E 209.61' (R3)
L2	S87°25'41"W 122.98'	S87°03'W 125.11' (R1) S88°12'W 125.92'
L3	S00°02'33"E 181.43'	181.50' (R2)
L4	N87°25'41"E 121.61'	S88°12'W 125.92' (R1)
L5	N00°23'19"E 181.50'	N00°02'53"W 181.50' (R3)
L6	S87°23'00"W 65.45'	181.50' (R2) S87°03'W 65.42' (R3)
L7	S37°24'43"W 52.85'	S37°00'W 52.85'

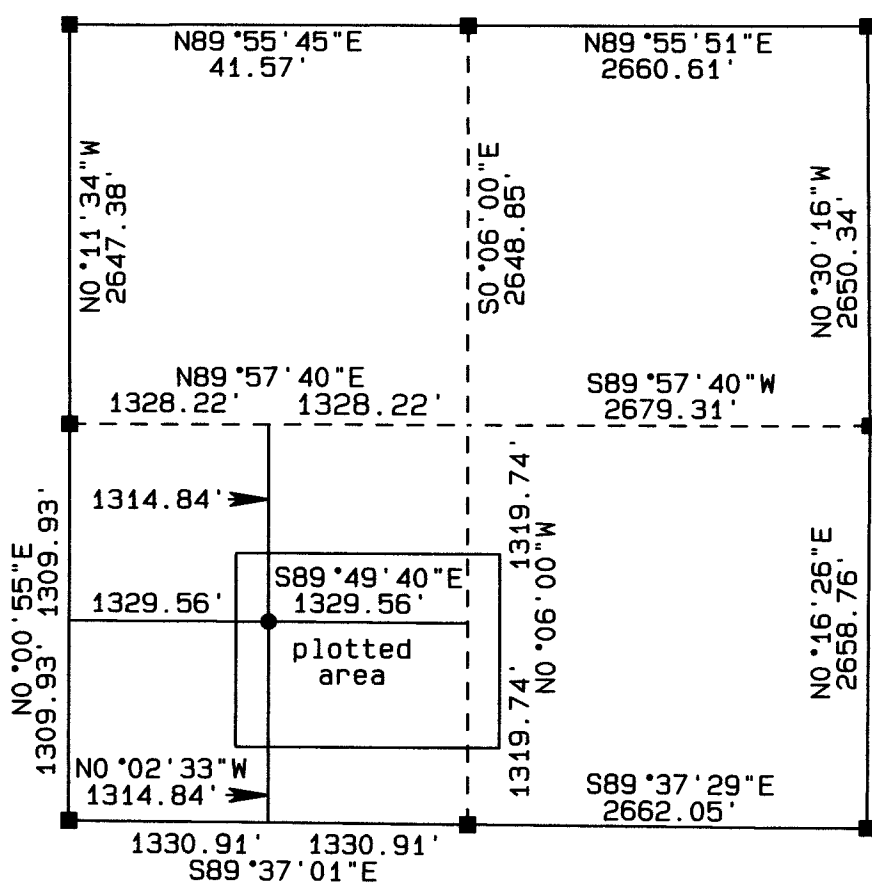
Found 5/8" pin with aluminum cap by Krumbain, Survey I-58-Ax, S89°57'27"W, 2.24' from 1/16 line.

Found railroad spike as per Surveys J-129-C, Staebler and I-58-Ax, Krumbain.

Found railroad spike. S46°54'40"E, 1097.67' to south 1/4 corner Section 1.

NARRATIVE

This survey was performed at the request of Loran Lindell. The purpose of the survey was to adjust the boundary between Parcels A, (Book 346, Page 511) and Parcel B, (Reel 159, Page 1694). These Parcels are located in the old Lassen Subdivision. The lotting is not the same as the original lotting of Lassen Subdivision. The lines of Parcel B were first surveyed by survey I-27-A. Then survey J-129-C surveyed the lines of Book 346, Page 511. The two surveys did not agree. I used the pins of survey J-129-C as control because the fences around the deeded Parcels had been built to the pins of survey J-129-C, resulting in possessory lines agreeing with survey J-129-C. When these two surveys were done in the mid 1970's, a proportioned position for the quarter corner between Sections 1 and 2 apparently was being used. In 1980, PLS 1638 monumented that location with a brass cap. In 1988, survey 88-19-C found the original GLO corner and monumented that original location along with all th remaining section and one quarter corners in Section 1. These monuments were surveyed and used to establish the external lines of the SE1/4 of the SW1/4 of Section 1. When the north and south lines of the subject lot were projected on the basis of deed R160, P1694, and survey J-129-C, the line overlapped this one sixteenth line. Therefore, the pins set for the west line of the lot were cut off at the sixteenth line. The northeast corner of the lot was set on a set based on a distance - distance intersection from the found survey J-129-C pin at the southeast corner of the lot and the found pin N86°54'41"E, 209.58' from the northeast corner of the lot. The survey was performed using a Leica GPS System 200, A Wild T2 theodolite, and a DI 1000 distance meter.



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

David L. Haddock

OREGON  
JULY 12, 1968  
DAVID L. HADDOCK  
852

RENEWS 6-30-03

Surveyed in March 2001.

**SURVEY FOR  
LORAN LINDELL  
403 HIGHWAY 11  
PENDELTON, OR 97801  
(541) 276-5731**

RECEIVED BY

Umatilla County Surveyor

Date 5-02

Rec'd By KR

No. 02-106-B

MONUMENTS SET: MAY 18, 2002

David L. Haddock, Surveyor and Engineer  
P.O. Box 1574  
Pendleton, Oregon 97801  
(541) 276-2174

HADDOCK SURVEYING

GPS  
AND  
TOTAL STATION

02-106-B