

# RECORD OF SURVEY

LOCATED IN THE SE1/4 OF SEC. 8, AND THE NE1/4 OF SEC. 17, T3N, R34E, W.M., UMATILLA COUNTY, OREGON.  
AUGUST, 2015.

## LEGEND

- FOUND OR SET QUARTER OR SECTION CORNER AS NOTED.
- CALCULATED QUARTER OR SECTION CORNER.
- SET A 5/8"x30" IRON REBAR WITH 1 1/4" BLUE PLASTIC CAP MARKED "WELLS SURVEYING 54657PLS." AT THE INTERSECTION OF THE SECTION LINE OR SECTION BREAKDOWN LINE WITH THE APPROXIMATE NORTHERLY HIGHWAY RIGHT OF WAY LINE.
- SET A 5/8"x30" IRON REBAR WITH 1 1/4" BLUE PLASTIC CAP MARKED "WELLS SURVEYING 54657PLS." ON THE SOUTHERLY RIGHT OF WAY LINE OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION CO. BRANCH LINE.
- CALCULATED POINT ONLY. NOTHING FOUND OR SET.
- FOUND MONUMENT AS DESCRIBED.
- FND. 8" DIA. BY 4' TALL CONCRETE POST IN NORTH/SOUTH FIELD BERM. SET A 5/8"x30" IRON REBAR WITH 1 1/4" BLUE PLASTIC CAP STAMPED "WELLS SURVEYING 54657PLS." 8" NORTH OF THE CENTERLINE OF THE CONCRETE POST. HELD SET REBAR FOR A POINT ON THE NORTH/SOUTH CENTERLINE OF SECTION 17. THIS POINT MAY ALSO REPRESENT THE NORTH 1/4 CORNER OF SEC. 17, BUT WITHOUT VERIFICATION FROM THE SECTION CORNER TO THE WEST (THE ONLY FEATURE AT THE SECTION CORNER LOCATION IS A NORTH/SOUTH ROAD) I WILL CONCLUDE AND LEAVE THIS FOR THE FUTURE.
- EXISTING WIRE FENCE WITHIN 2 FEET OF PROPERTY LINE.
- (XOX) RECORD DIMENSION PER SURVEY NO. I-136-B.
- (XOX)HWY RECORD DIMENSION PER 1937 HWY. MAP NO. 5B-11-4(D3), OR 1985 ADAMS INTERSECTION MAP.
- (XOX)C&N RECORD DIMENSION FROM CURRIN & NOLAND SURVEY CONTRACT DATED MAY 4, 1887.
- (XOX)RR RECORD DIMENSION PER OREGON-WASHINGTON RAILROAD & NAVIGATION CO. R-0-W AND TRACK MAP FOR THE BRANCH LINE PENDLETON TO GRANGE CITY JCT. DATED JUNE 30, 1916.

## CURVE TABLE

NO	DELTA	RADIUS	LENGTH	CHORD	CHORD BRG
C1	15°39'08"	5729.65'	1565.25'	1560.39'	S 60°03'22" W
(C1)	15°45'	5729.65'			RR
C2	12°07'42"	5779.65'	1223.43'	1221.15'	S 61°49'05" W
C3	4°29'39"	5729.58'	449.42'	449.30'	S 54°10'01" W
(C3)	4°29'	5729.58'	448.3'		HWY
C4	3°31'26"	5779.65'	355.48'	355.42'	S 53°59'31" W

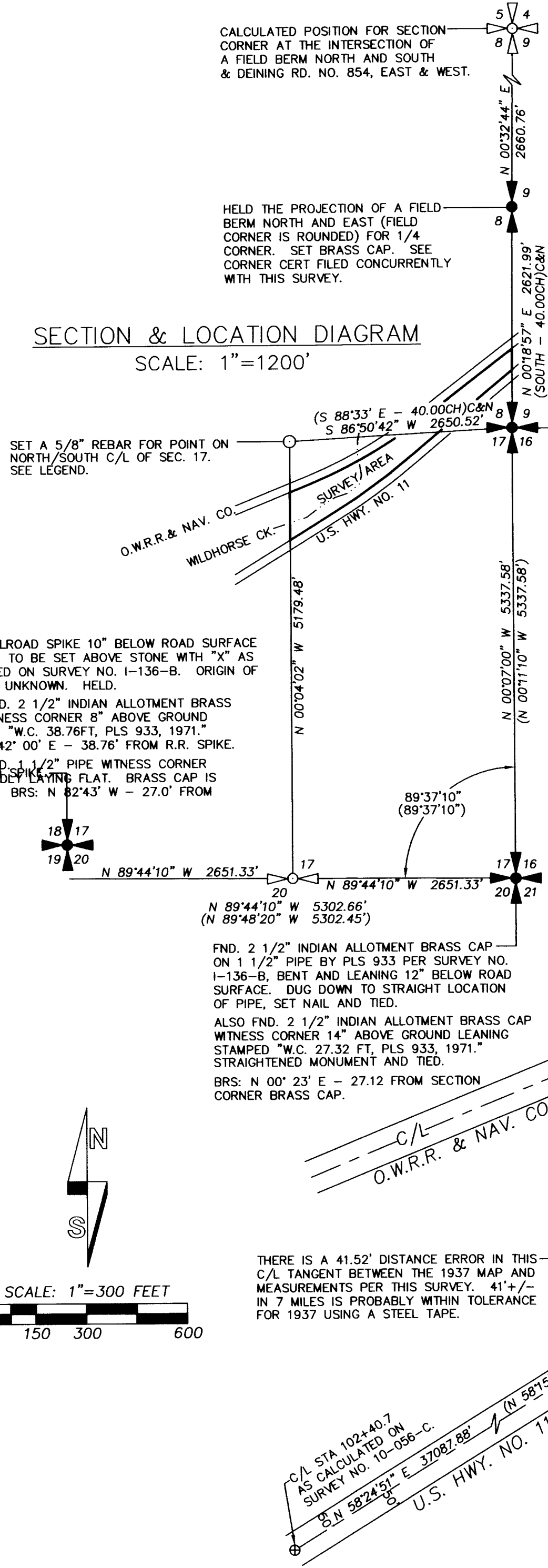
STA. 580+28.00 P.O.T. 60LT.  
FND. 1 1/2" ALUM. CAP & PADDLE FROM 1985 HWY. MAP FOR ADAMS INTERSECTION.

STA. 577+00.00 P.T. 60LT.  
FND. 1 1/2" ALUM. CAP & PADDLE FROM 1985 HWY. MAP FOR ADAMS INTERSECTION.

RECEIVED BY  
Umatilla County Surveyor  
Date: 9/12/2015  
Rec'd By: G. Hensley  
No.: 15-088-B

## SECTION & LOCATION DIAGRAM

SCALE: 1"=1200'



CALCULATED POSITION OF SECTION CORNER HOLDING RECORD ANGLE AND DISTANCE FROM FOUND MONUMENTS PER SURVEY I-136-B. BRASS CAP FROM SAID SURVEY WAS NOT FND. ITS POSITION FALLS INSIDE A 10" DIA. METAL CASING MARKING A FIELD CORNER. BRASS CAP IS PROBABLY INSIDE THE CASING. SET A 2 1/2" BRASS CAP WITNESS CORNER S 00°07'00" E - 2.0' FROM TRUE CORNER TO AVOID METAL CASING. SEE CORNER CERT FILED CONCURRENTLY WITH THIS SURVEY.

FND. RAILROAD SPIKE 10" BELOW ROAD SURFACE BELIEVED TO BE SET ABOVE STONE WITH "X" AS DESCRIBED ON SURVEY NO. I-136-B. ORIGIN OF SPIKE IS UNKNOWN. HELD.

ALSO FND. 2 1/2" INDIAN ALLOTMENT BRASS CAP WITNESS CORNER 8" ABOVE GROUND STAMPED "W.C. 38.76FT, PLS 933, 1971." BRS: S 42° 00' E - 38.76' FROM R.R. SPIKE.

ALSO FND. 1 1/2" PIPE WITNESS CORNER BENT SADDLE LAYING FLAT. BRASS CAP IS MISSING. BRS: N 82°43' W - 27.0' FROM

FND. 2 1/2" INDIAN ALLOTMENT BRASS CAP ON 1 1/2" PIPE BY PLS 933 PER SURVEY NO. I-136-B, BENT AND LEANING 12" BELOW ROAD SURFACE. DUG DOWN TO STRAIGHT LOCATION OF PIPE, SET NAIL AND TIED.

ALSO FND. 2 1/2" INDIAN ALLOTMENT BRASS CAP WITNESS CORNER 14" ABOVE GROUND LEANING STAMPED "W.C. 27.32 FT, PLS 933, 1971." STRAIGHTENED MONUMENT AND TIED.

BRS: N 00° 23' E - 27.12' FROM SECTION CORNER BRASS CAP.

THERE IS A 41.52' DISTANCE ERROR IN THIS C/L TANGENT BETWEEN THE 1937 MAP AND MEASUREMENTS PER THIS SURVEY. 41'+/- IN 7 MILES IS PROBABLY WITHIN TOLERANCE FOR 1937 USING A STEEL TAPE.

CALCULATED CURVE HOLDING THE RECORD CURVE RADIUS AND SPIRAL LENGTH PER 1937 HWY. MAP. BECAUSE OF THE ERRORS IN THE STATIONING FROM THE 1937 HWY. MAP VS. THE 1985 HWY. MAP VS. THE MEASURED DISTANCES ON THIS SURVEY, AND BECAUSE I HELD THE CENTERLINE STATION OF 473+70.1 AT THE INTERSECTION OF THE HWY. CENTERLINE WITH THE CENTERLINE OF ROTHROCK ROAD, THE HIGHWAYS LOCATION PER THIS SURVEY IS APPROXIMATE. I DID NOT FIND ANY RIGHT OF WAY MONUMENTS ALONG THE CURVE TO VERIFY ITS POSITION. I DO HOWEVER BELIEVE THE HIGHWAY LOCATION PER THIS SURVEY IS CORRECT AS SHOWN, USING THE INFORMATION AVAILABLE. IN TALKING WITH THE HIGHWAY DEPARTMENT I WAS NOT ABLE TO RECONCILE THE HWY. STATIONING ISSUES BETWEEN THE 1937 AND 1985 MAPS. AS SHOWN THERE IS A GAP OF 56.51' AT HWY. STA. 577+00.00, SO DEPENDING ON WHICH DIRECTION THE CURVE IS CALCULATED FROM, IT COULD POSSIBLY FALL IN A DIFFERENT LOCATION BY 56.51'. THIS PROBABLY COMES FROM ODOT NOT TYING INTO THE OLD 1937 STATIONING. (THE ALIGNMENT BEARINGS ARE THE SAME FOR BOTH SURVEYS) AND ASSUMING STATIONING. THE ALIGNMENT AS CALCULATED ON THIS SURVEY FITS THE EXISTING RIGHT OF WAY FENCE ON THE NORTH SIDE OF THE HIGHWAY WITHIN 1.5'. IT IS BEYOND THE SCOPE OF THIS SURVEY TO FURTHER TRY AND RECONCILE THE HIGHWAY STATIONING.

## NARRATIVE

THIS SURVEY WAS PERFORMED AT THE REQUEST OF DAVID AND JENSY HINES TO SURVEY A TRACT OF LAND DESCRIBED AS A REMAINING PORTION OF A LARGER TRACT OF LAND THAT WAS SOLD. THE TRACT IS DESCRIBED IN OWNERSHIP AND ENCUMBRANCE REPORT BY PIONEER TITLE CO., ORDER NO. 94217, DATED JULY 17, 2015, PENDLETON OFFICE. THE TRACT IS DESCRIBED AS THE AREA OF THE SOUTHEAST QUARTER OF SECTION 8, AND THE AREA OF THE NORTHEAST QUARTER OF SECTION 17, LYING BETWEEN THE SOUTHERLY RIGHT OF WAY LINE OF THE OREGON-WASHINGTON RAILROAD AND THE NORTHERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 11.

AS NOTED ON THIS SURVEY THERE ARE SOME ISSUES WITH THE HIGHWAY STATIONING AND ALIGNMENT LOCATION. I DID NOT MONUMENT THE HIGHWAY RIGHT OF WAY THROUGH THE PROPERTY BECAUSE OF THESE ISSUES. I DID HOWEVER, SET MONUMENTS ON THE APPROXIMATE RIGHT OF WAY WHERE THE PROPERTY LINES (SECTION LINES) INTERSECT AS SHOWN. THE RAILROAD ALIGNMENT WAS FOUND BY TYING THE EDGES OF THE STILL VISIBLE ROCK BALLAST AND SPLITTING THE MEASUREMENTS TO GET THE CENTERLINE. THE ALIGNMENT FITS VERY WELL WITH WHAT IS VISIBLE ON THE GROUND. I HELD THE RECORD RAILROAD CURVE RADIUS (CHORD DEFINITION) FOR THE RAILROAD CURVE.

ORIGINALLY WILDHORSE CREEK WAS THE INDIAN RESERVATION BOUNDARY MEANING THERE WERE TWO ORIGINAL SURVEYS DONE IN THIS AREA. ONE ON THE NORTH SIDE OF WILDHORSE CREEK AND ONE ON THE SOUTH SIDE, DONE AT SEPARATE DATES BY DIFFERENT SURVEYORS, AND NOT TIED TOGETHER. IN 1871 CURRIN AND NOLAND SURVEYED BETWEEN FOUND ORIGINAL CORNERS ON BOTH SIDES OF WILDHORSE TYING THE TWO SURVEYS TOGETHER AND SETTING THE LOST CORNERS AND MEANDER CORNERS ALONG WILDHORSE CREEK. BECAUSE OF THIS I HOLD THE FOUND MONUMENTS ON EITHER SIDE OF WILDHORSE CREEK, AND A LINE DRAWN BETWEEN THEM FOR THE SECTION LINES JUST AS CURRIN AND NOLAND DID.

THE SURVEY WAS MADE WITH A TWO PERSON CREW USING A TRIMBLE R8 GPS RECEIVER OPERATED OVER THE OREGON REAL TIME GPS NETWORK. ALL CONTROLLING TIES AND MONUMENTS SETS WERE VERIFIED BY SEPARATE OBSERVATIONS.

## LINE TABLE

NO.	BEARING	DISTANCE
L1	S 00°04'02" E	53.95'
L2	S 00°04'02" E	53.95'
L3	S 00°04'02" E	58.65'
L4	S 00°04'02" E	58.65'
L5	N 67°52'56" E	268.49'
L6	N 67°52'56" E	248.23'
L7	S 40°04'48" E	60.00' HWY
(L7)		60.00' HWY
L8	S 40°04'48" E	60.00' HWY
(L8)		60.00' HWY
L9	N 49°55'12" E	327.52'
(L9)	N 49°46'	328.08' HWY
L10	S 00°18'57" W	63.53'
L11	S 00°18'57" W	253.00'
L12	S 00°18'57" W	65.65'

REGISTERED PROFESSIONAL LAND SURVEYOR  
*Jason M. Wells*  
OREGON  
NOVEMBER 29, 2010  
JASON M. WELLS  
54657PLS  
RENEWS 6/30/16

WELLS SURVEYING  
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DATE: 08/15 DR. BY: JMW  
CK. BY: DMT NO: 15-1561

PROJECT: /HAYNES-MYERSROT  
BOUNDARY SURVEY FOR:  
DAVID & JENSY HINES  
LOCATED IN THE SE1/4 OF SEC. 8,  
AND THE NE1/4 OF SEC. 17, T3N,  
R34E, W.M., UMATILLA COUNTY, OR.