All land shown lies in the
E½ SE¼ NW¼ Sec. 6, T4N
R29 EWM.

James J. Higgins

G-686-Ax

North

₵ State Hwy. No. 207 (Diagonal Rd.)

N 58° 27' E   466.34

S 38.79

33'   ₵ R/w line

38.77

S 0° 09' W 363.57
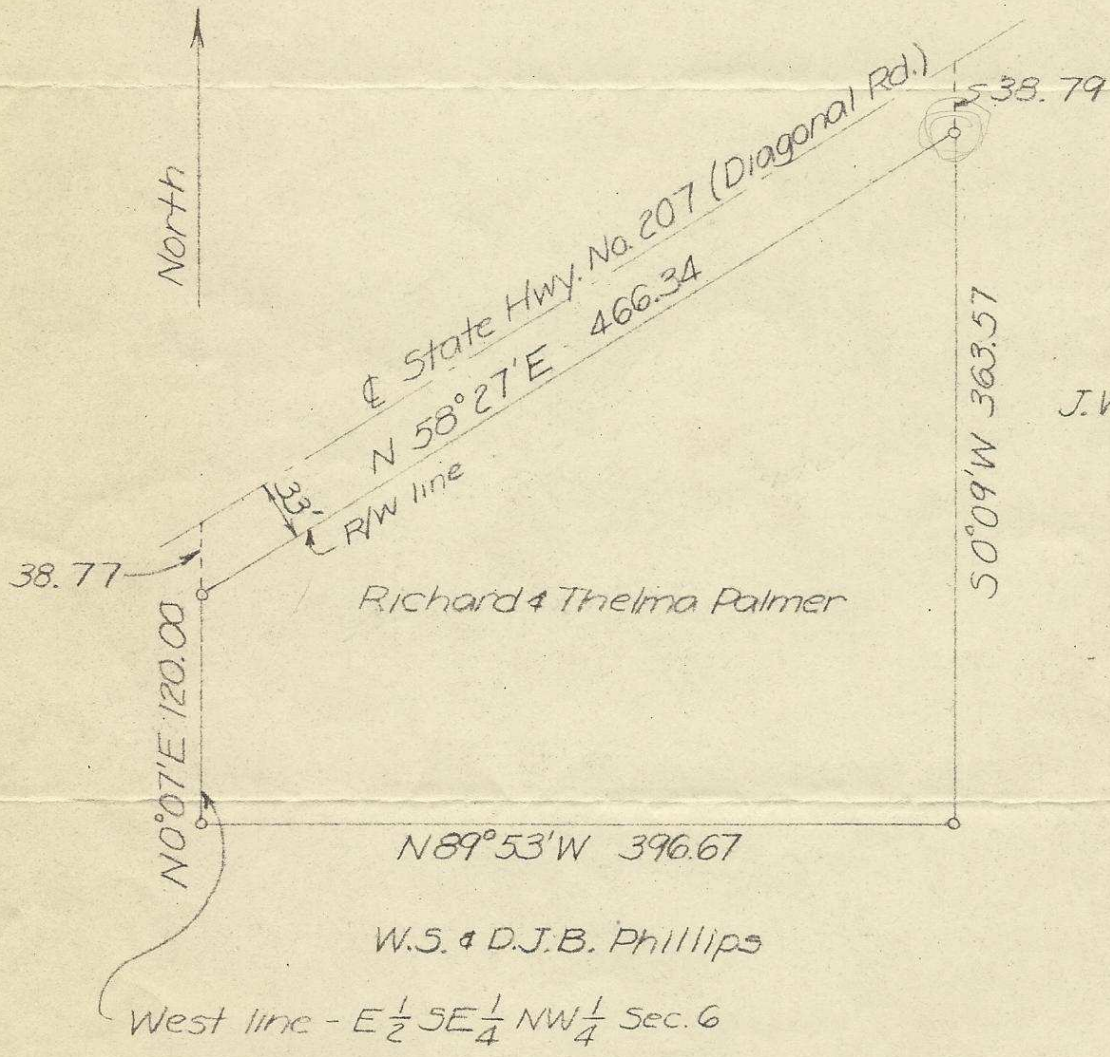
J.W. Phillips et ux.

Richard & Thelma Palmer

N 0° 07' E 120.00

N 89° 53' W 396.67

W.S. & D.J.B. Phillips

West line - E½ SE¼ NW¼ Sec. 6

○ Iron pin

PROPERTY SURVEY MAP
RICHARD PALMER
HERMISTON, OREGON
Scale : 1" = 100'

6-5-54

775

Summary of Field Procedures Involved in Survey of
Property for Richard and Thelma Palmer, Columbia
District, Hermiston, Oregon.

A review of survey notes on file in the office of the County
Surveyor indicated that the section and quarter-section corners of
Section 6,T4N,R29EWM had been established by previous surveys. The
error of closure was computed for the bearings and distances given
in the notes and the precision of the previous survey was found to
be approximately 1 in 5000, so this data was used.

The N$\frac{1}{4}$ corner and the NW corner of Section 6 were found, monu-
mented as described in the notes. A tree in which the NE corner of
this section is supposedly set was pointed out by two individuals.
This description matched that stated in previous field notes, but
since the exact point could not be determined, the corner remained
unused.

Since the property description involves the intersection of the
west line of the E$\frac{1}{2}$SE$\frac{1}{4}$NW$\frac{1}{4}$ of the section with the Diagonal Road, it
was decided to determine the distance and bearing of a known point on
the section boundary from a known stationing on the Diagonal Road.
The N$\frac{1}{4}$ corner of Sec.6 was selected as the point and since the bearing
of the north boundary of the section was known from previous survey data,
the distance from the N$\frac{1}{4}$ corner along the township line to the center-
line of the Diagonal Road was selected as a reference tie.

Intervisibility could not be had between the NW Corner and the North
$\frac{1}{4}$ Corner of Section 6, nor between the N$\frac{1}{4}$ Corner and the intersection of
the E-W township line and the Diagonal Road. By "wriggling in" on high
ground between the NW and N$\frac{1}{4}$corners a point was established approximately,
midway between the two. Another temporary point offset at 90 to this
line in a southerly direction 15.00 ft. was then established.

The transit was then set on the N$\frac{1}{4}$ Corner, backsighted on the point
obtained by "wriggling in" and another like offset point was then
established. The offset point was then occupied, a backsight made to the
previously established offset point, and the line thus established was
projected easterly some thirteen hundred feet to a point on a rise in the
dirt road which generally followed this line. The projection was checked
by doubling.

This point was then occupied and a backsight made to point offset
from N$\frac{1}{4}$ Corner, and the line projected to its intersection with the
Diagonal Road. Since the centerline of the Diagonal Road could not be
accurately established at this phase of the survey, straddle points were
set. The location of these points were checked by doubling.

In order to determine the stationing of the highway at which the intersection of the offset line and the highway centerline takes place, an identifiable stationed point had to be found. A 16" concrete siphon, 51 ft. long, located at station 172 plus 53, according to maps on file at the State Highway Commission Office in Pendleton was used for this purpose. To verify the accuracy of the highway survey the distances between this and other nearby culverts and siphons were checked and found to be sufficiently accurate for the purposes of this survey.

A distance of 1765.5 ft. was measured from this siphon along the centerline of the road toward Hermiston. This established the P.I. of a 9 00' curve. Occupying this point and turning a 13 04' right deflection angle established the segment of centerline in which the intersection with the line offset 15 ft. from the township line takes place. This point was established with a small tack as was the P.I. and the distance between it and the P.I. was measured as 22.27 ft. The angle between the offset line and the road centerline was measured as 32 03'. The distance from the offset point at the N$\frac{1}{4}$ corner to the intersection was measured as 3073.50 ft.

Coordinates were then successively computed for all section and quarter section corners, the corners of the NW$\frac{1}{4}$ of Section 6, the corners of the SE$\frac{1}{4}$NW$\frac{1}{4}$ Section 6, the corners of the E$\frac{1}{2}$SE$\frac{1}{4}$NW$\frac{1}{4}$ Sec.6, the intersection point of the offset line with the highway centerline, and finally the corners of the property itself.

From these coordinates, a distance of 3859.83 ft. was measured to an angle point in the road. This point was marked with a small tack, occupied, and a 0 04' right deflection angle turned. Successive distances of 69.84 ft. and 466.34 ft. were set on this line and marked with small screws. From the further of the two points the traverse of the property was begun and run in the manner indicated on the attached sketch. The final course checked within about 0.3 ft.

It should be noted that the deed describes the south line in the following manner: "thence East at right angles 395 ft. more or less, to the West line of that certain tract conveyed to Jewell W. Phillips, et ux, by deed recorded in Book 188, Page 531 etc.". The south line if run due east would be at an angle of 89 51' with the west line, and not at right angles. Therefore this apparent conflict in terms was interpreted in favor of the grantees and the line run as shown on the sketch. However the difference at the end of either line would amount to only 1.08 ft. in any event.

The Jewell W. Phillips property description referred to in this deed is as follows: "the east 265 ft. of that portion of the E$\frac{1}{2}$ of the SE$\frac{1}{4}$NW$\frac{1}{4}$ Sec. 6 T4NR29EWM lying south of the Diagonal Road." Comparison of the two deeds indicate that the assumption was made that the E$\frac{1}{2}$SE$\frac{1}{4}$ NW$\frac{1}{4}$Sec. 6 was 660 ft. in the E-W direction. The distance was slightly greater, and the length of the south boundary of the Palmer tract represents the pro rata share of this distance. Again the difference is not of major significance.