

FIELD NOTES:

FOR: Work Order No. 2666 - Survey and Layout Subdivision for Larry Young of the Linville Agency, Hood River, Oregon.

CREW: Ver1 R. Fraley, Registered Oregon Land Surveyor #183.
 Dave Tuttle, Transitman and Chainman.
 Roy Hill, Chainman.
 Walt Francois, Chainman.

DATES PERFORMED: May 15, 16, 17, 18, 23, 24, 28,
 June 27, 28, 29,
 July 2 to 9,
 Aug. 10 to 16,
 Sept. 6, 7, 24, 1962.

REFERENCE: T.E.C. 24" x 36" Map of Subdivision.
 T.E.C. Plat of Linville Subdivision.
 Oregon Highway Map, Constructed Line Tucker Bridge-Dee Section,
 Hood River Highway.

On April 17, 1962, our firm was retained by Larry Young of the Linville Agency to survey and lay out a subdivision located in the S.E. 1/4 of Section 16 and the N.E. 1/4 of Section 21, T. 2 N., R. 10 E., W.M.

The usual preliminary investigation was made for established corners and records of previous surveys in the Hood River County Surveyor's Office. From the Oregon Highway Department office, we obtained their map of the Tucker Bridge--Dee Section of the Hood River Secondary Highway. This map shows a tie to a 1-1/2" iron pipe which is the corner to Sections 15-16-21-22, Twp. 2 N., R. 10 E. During our survey for Fred Rauch, Work Order #2651 dated 3/20/62, we found a 1-1/2" iron pipe which is the quarter corner between sections 15 and 16.

To begin the field work, we located the Section Corner 15-16-21-22 from the Highway tie and established a true line to the one-quarter Corner 15-16. We then tied this line to the centerline of the Highway for a true bearing of N. 0° 49' E. Highway bearings were then used throughout the job.

A traverse was then made of the centerline of the highway from the alignment data as shown on the aforesaid Highway map. We set all the curve points and later referenced the P.I.s. The six larger tracts along the highway frontage which had previously been approved by Mr. Young were then surveyed and their corners set. From these corners the major topographic features of the balance of the land was tied in. Also, a traverse was made of the high water mark of Hood River, completing a closed traverse of the entire tract, with the exception of Tract 1 which is along the West boundary. At that time the adjacent owner to the West was going to buy Tract 1, so there was no need to establish its West line.

At the one-quarter Corner 16-21, we found a mound of stones. By using the North line of Tract 2 for a base line, we tied it in by triangulation. As shown on our plat, the calculated bearing and distance to the Section Corner 15-16-21-22 was N. 87° 42' 00" E. 2652.44'.

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We attempted to complete the plat for this subdivision but the Hood River County Court stipulated 8" of rock 28 feet wide be placed on the roads before their acceptance, so Mr. Young decided this to be financially infeasible and requested us for descriptions for each lot so they could be sold by metes and bounds. During the preparation of the plat, we closed each lot mathematically. All lot corners and proposed road curve points were set in the field, but for the reasons above stated, the plat was never recorded.

Monuments found and set as well as required distances and bearings are shown on Map #2666 and the incomplete plat of Linville Subdivision, which by reference are made a part of these notes.

SIGNED *Verl R. Fraley*
Verl R. Fraley, Oregon Land Surveyor #183

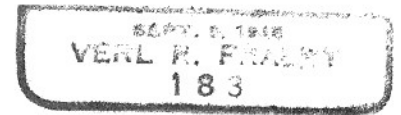
CHECKED AND APPROVED:



TENNESON ENGINEERING CORPORATION

Donald J. Branton

Donald J. Branton, President



DJB/rh