

FIELD NOTES: A survey of exterior boundary of the Snowbird Tracts Subdivision in Homestead Survey Entry No. 149, Section 6, Township 2 South, Range 10 East, Willamette Meridian, Hood River County, Oregon.

CREW: Lawrence E. Jones, Partychief
Scott Tenneson, Chainman

REFERENCE: Tenneson Engineering Corporation Work Order #4018

DATE COMPLETED: July 12, 1977

On March 11, 1977, our firm was retained by Dwight Sievers et al to prepare a plat to be known as Snowbird Tracts in Homestead Entry Survey No. 149 located in the North 1/2 of Section 6, Township 2 South, Range 13 East, W.M., Hood River County, Oregon.

Before starting work, review was made of available information. Title insurance of the tract to be subdivided which consisted essentially of the northern portion of the Homestead Entry Survey was provided by the owners, giving legal description and exceptions already taken out of the parcel. County surveyor's records were researched and copies of the original Homestead Entry Survey were found, together with a copy of a recent survey of Homestead Entry No. 151 lying immediately to the east.

A search was conducted in the field and all the Homestead Entry corners for No. 149 were found with the original marked stones described in the field notes of the survey, with the exception of the intermediate corner #3 on the east line at the intersection of the south line of Section 6 and the No. 1 corner. Corner No. 1 is the South 1/4 corner of Section 31, Township 1 South, Range 10 East, W.M., located in the center of the Cooper Spur County Road. At that point, an iron rod was found, witnessed by three bearing trees which were marked with tags. Check with the County survey records showed this corner had been established by prior County Engineer, Mr. George Fry, without giving evidence as to the basis of his survey. A railroad spike was found approximately 6 feet southeasterly of this corner, also at the center of the road. After considerable discussion with the County Surveyor, Mr. Tony Klein, and review of known information on this area, it was determined it would be advisable to excavate in the area of these two corners to see if further evidence of the original monumentation could be found. This was done and the original stone was recovered for the South 1/4 corner of Section 31 as set by the Surveyors General Office in a 1912 retracement survey of the south boundary of Township 1 South. The stone was approximately 2 feet northerly of the railroad spike and 6 feet southerly of the iron marker set by Mr. Fry. With the found stone, a further search was made for the original bearing trees and the old stump of one tree was found, being a 24 inch size fir stump, with visible markings of 1/4 corner bearing North 20° East 59.4 feet from the found stone corner.

It is noted in a prior survey, Tenneson Engineering Corporation Work Order No. 4018, Plat of Mountain Shadows, in Section 31, the iron rod previously described was utilized as the South 1/4 corner of Section 31. This was approximately 4 feet northwesterly of the true corner found. This plat is

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located in the Northeast 1/4 of the Northeast 1/4 of Section 31. A check of the theoretical breakdown of the section using the difference between the actually found corner and the previously utilized iron rod showed that the change in the plat lines resulting from use of the erroneous corner was in the character of 0.2 of a foot or less because of the distance between the location of the plat and the corner involved. This error was so small as to be considerably inside the allowable limits and in our opinion did not represent a serious enough error to warrant making modification in the prior plat and survey.

Starting from the No. 2 corner, traverse was then run west along the north line of the Homestead Entry through our found No. 1 corner south along the west boundary through corners No. 6 and No. 5 east along the south boundary corners No. 5 and No. 4 and back to the starting point on the No. 2 boundary. In the course of this traverse, both the South and North 1/4 corners of Section 6 were found and tied in. Also found was the corner of Homestead Entry Survey No. 148 on the west line of Survey No. 149. The traverse was closed and computed and found to close within an accuracy of one in thirty thousand. The adjustment was made and the entire survey then referenced to the inverse along the west line at the call bearing in the original Homestead Entry Survey of South $00^{\circ} 37'$ West.

From the west line traverse, the call distance of the subdivision property deed was laid off and a random line run northeasterly to the Cooper Spur Road. At the road, a search was made for the iron pipe called for in the deed -- approximately 20 feet north of Doe Creek. This pipe was found adjacent to a culvert head wall in the area where Doe Creek apparently flowed underneath the highway at one time. This corner was verified by Mrs. Katherine Cee, owner of the adjacent property to the south as one she had observed some 20 years ago as being the corner between her property and the subject property. This corner was accepted as the true corner called out in the deed. It is noted there is approximately a 10 degree error in the actual bearing of the line between the west line of the Homestead Entry and this pipe from that called for in the deed. The pipe is north of the apparent course of Doe Creek as called for in the deed. Use of the call bearing in the deed would cross the creek and place the line completely out of the area it was apparently intended to be located.

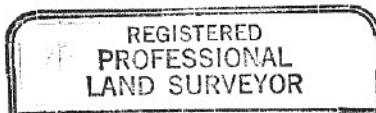
With the exterior of the Homestead Entry and the southerly line of the subdivision set, we then traversed the existing alignment of the Cooper Spur Road. County records provided an old map indicating curve alignment which seemed to follow the existing developed right-of-way for a portion of the way and then became quite erratic. Review of the deed of acquiring indicated the right-of-way was along the existing road "as built". On this basis, we then proceeded to trace the alignment through the centerline of the existing improvements. County statutes establish a minimum right-of-way for County roads at 60 feet which was utilized for the proper right-of-way width. This was checked with the County Surveyor's office and found to be agreeable. The exceptions to the parcel were established at the point of beginning of the intersection of Tilly Jane Creek and the west line of the Homestead Entry Survey.

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We then came the call distance south and then projected east as per the deed to intersect with the highway centerline. We then traced back along the centerline to a point at the call distance east of the west line of the Homestead Entry; thence north parallel with that to the centerline of the creek; thence along the creek back to the point of beginning. At the time, the creek was dry so it was possible to traverse down the exact floor of the creek. The initial point of the survey is to be established by setting a brass cap monument in top of the existing original GLO stone marking the northwest corner of the Homestead parcel and being the South 1/4 corner of Section 31. This point was further referenced to the North 1/4 corner of Section 6.

All distances were measured using Hewlett-Packard electronic distance measuring equipment and Wild Repeating Theodolite transits. Computation was run on a Wang 720 Model computer to provide lot closures for the exterior and each individual lot. All lots were closed as were the exterior of the entire subdivision and the centerline road traverse to the exterior. All monuments found and set are shown on the map of the exterior survey of the subdivision, with subdivision monuments to be set shown on the copy of the subdivision plat itself, both of which are attached and by reference incorporated here within.

I hereby certify this work was done under my direct supervision.



Signed


OREGON
OCTOBER 15, 1956
DONALD J. BRANTON
Professional Land Surveyor for Oregon #385