

CS 80055

CONSULTING
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THE DALLES, ORE. 97058

June 4, 1980
Work Order #6061

FIELD NOTES:

A survey for E.E. BOWEN, INC. REALTOR of a tract in the northeast one-quarter of the southwest one-quarter of the northeast one-quarter of Section 19, Township 1 North, Range 10 East, W.M., Hood River County, Oregon.

CREW: David L. Tuttle, Party chief.
Douglas J. Stroh, Chainman.

REFERENCES: Prior surveys by Tenneson Engineering Corporation W.O. #5106, 11/4/74 for Larry Holtzman and W.O. #5106, 10/75 for Lottie Miller.

DATE COMPLETED: May 30, 1980

On May 22, 1980 our firm was retained by E.E. Bowen, Inc. Realtor, Hood River, Oregon office to survey a tract of land in the northeast one-quarter of the southwest one-quarter of the northeast one-quarter of Section 19, T. 1 N., R. 10 E., W.M., Hood River County, Oregon. The purpose of the survey was to locate the north line of that sectional subdivision between the Dee-Parkdale Highway and the Old Dee Highway.

During the prior surveys referred to above, our firm had subdivided the northeast one-quarter of Section 19, established the southeast corner of the northwest one-quarter of the northeast one-quarter, and set a railroad spike at that point. We further extended the sixteenth subdivisional line across the highway and set a concrete nail on the centerline of the highway. These points were recovered in the field and offsets measured to the rights-of-way of the two respective highways and 5/8" iron rods set at those points to mark the survey line requested.

We also recovered at this time the nail on the centerline of the Dee-Parkdale Highway where it intersected the south line of the northeast one-quarter of the southwest one-quarter of the northeast one-quarter Section 19, and the southeast corner of that sectional subdivision, marked with a railroad spike in the County Road.

It is noted that the deed bearings provided in the legal description for the survey indicated a north-south bearing along the east line of the sectional subdivision and west bearing along the north line. They further indicated a firm call of 670.9 feet on a straight line along the centerline of the highway on a bearing of South 7° 3' East. The bearing system on the prior surveys was based on the Oregon State Coordinate North Zone System. Also it is noted that the deed call distances are not available within the sectional subdivision, representing an encroachment in the

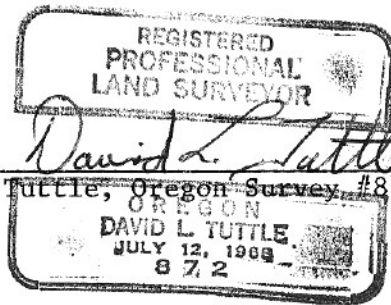
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properties to the south. The point is moot as the two highway lines converge prior to the intersection of the south line of the sectional subdivision. There is also a lesser distance than deed call along the north line of the subject parcel between the northeast corner of the parcel and the centerline of the highway.

Corners found and established in the course of this survey, along with the measured distances, bearings and ties are shown on the attached map, T.E.C. work order #6061, which by reference is made a part hereof.

Signed

David L. Tuttle, Oregon Survey #872



CHECKED AND APPROVED:

Tennessee Engineering Corporation

Donald J. Branton, President

