

86038

FIELD NOTES: Work Order No. 6781

CREW: David L. Tuttle, Partychief
Robert L. Ulrich, Assistant

DATE COMPLETED: May 5, 1986

REFERENCES: Plat of Division No. 1, Subdivision in Sections 6 and 7,
Township 2 North, Range 8 East.

U.S. Corps of Engineers, Bonneville Lands Map, 1935 for
sections 6 and 7, Township 2 North, Range 8 East.

Survey by Mart C. Perkins, dated March 10, 1959.

Tenneson Engineering Corporation, Work Order No. 3706,
dated August 4, 1967.

Survey by Bishop, dated May, 1979, Project #79073.

Survey by Bishop, dated August 6, 1979, Project #79167.

Survey by Terra Surveying, dated March 10, 1980, Project
#8013.

Survey by Tenneson Engineering Corporation, Work Order
#6555, dated April 27, 1984.

On March 18, 1986, Tenneson Engineering Corporation was retained by the Oregon State Aeronautics Division to provide a survey of 1.83 acres of Tax Lot 1600 of Hood River County Assessor's Map 2N-8-6C, being a portion of Lot 6 of Division One Subdivision in Sections 6 and 7, Township 2 North, Range 8 East, Willamette Meridian, Hood River, County, Oregon.

Tenneson Engineering Corporation had, in 1984 under their Work Order No. 6555, performed an adjacent survey based on found iron rods and aluminum caps from prior work by other surveyors. It also, under Work Order No. 3706, performed a survey of a portion of the subject property to be resurveyed for the Aeronautics Division.

Field work was commenced by making a search for the corners established in the prior surveys and traverse tying them together. It became immediately apparent there were some serious discrepancies between the two surveys, monuments found in the field, and the plat of record. As a result of the discrepancy in measured distances between the platted lots, an intensive field search was instituted in the adjacent areas of the found monuments. As a result of that search, a number of additional monuments were found, some of which could be related to the other surveys of records, others appeared to be of unknown origin. A traverse was run tying all of the found monuments which were then plotted on a coordinate sheet at a large scale. An attempt was then made to graphically relate the found monuments, or any combination thereof, to the

plat information of record. It became apparent the majority of the prior survey work had all been based on the 1959 survey by Mr. Perkins. Mr. Perkins survey did not indicate how he had established the beginning points of his work and it further appeared such work apparently skewed somewhat to the east from the sectional subdivision lines as indicated on the Bonneville Lands map. Further, mathematical and graphical inspection of the plat indicated some serious discrepancies within the plat itself in that either some of the lot distances or the indicated angles were totally non-compatible. The geometric layout of the lots using the distances simply was not reasonable with the angles indicated on the plat. At this point it became apparent to Tenneson Engineering that in order to correctly survey this property it would be necessary to resolve and retrace the layout of the original plat.

Examination of the plat indicated the consistent condition all of the north-south lines in the plat were run parallel. It further indicated a perpendicular spacing between these lines which was compatible with the measurement between the found brass cap at the South one-quarter corner of Section 6 and the one-sixteenth corner, being the West line of the plat when established by single proportionment measure between the found brass cap at the Southwest corner of Section 6. It further became apparent there was a substantial distance call error on the plat between the South one-quarter corner of Section 6 and the North right-of-way of the old county road. This problem had been detected by Bishop in his project 79073. It also appeared without question the old U.S. Highway No. 30 right-of-way had been widened from the plat call of 40' to 60' with the majority of the distance being taken off of the South line of the lots to the North of the county road. It was found both graphically and mathematically when the quarter corner was plotted relative to the railroad right-of-way line and the plat call distances lying to the North of the county road were deducted, the remaining distance was 228 feet from the South one-quarter corner of Section 6 to the North line of the road rather than 208 feet called on the plat. It was further noted when this correction was made and the plat call angles from the section line applied, the north-south lines of the plat all fell parallel with the bearing of the East line of Section 6 on the Bonneville Lands map. Section 6 is a fractional section meandered with the West one-quarter corner of Section 6 never being set whereas the East one-quarter corner had been set.

Using these parameters as a basis for the redevelopment of the subdivision and the plat call distances around the exterior, a calculated closure was attempted to develop the South line of Lot 9. By using plat angles and distances to the angle point near the middle and inverting to the plat call distances on the east line, it was found all of the plat call distances could be matched within very small fractions of a foot and further, when using the 228.0 foot distance to the North right-of-way line of the county road, all of the North-South lot distances to the calculated right-of-way line of the road agreed within reasonable accuracy to the plat call distances. When the South line of Lots 9 and 8 were established on this basis and the North-South lines of those lots projected to the North line, we found the plat angles and distances on the North boundary appeared very close to the original plat calls. Using this method of development of the subdivision, it was found we could meet all plat distances within the relative area of surveying accuracy at the time the plat was done and the majority of the plat call angles, with the single exception of the call angle at the Southeast corner of Lot 8, and match the existing monuments for the South one-quarter corner and Southwest corner of the section as well as the record angles of the plat and Bonneville Lands map being

parallel with the East line of Section 6. With this much compatibility with the original plat calls, the fact the existing monumentation would in no way correspond to those calls and the fact the majority of that monumentation appeared to have been based on the Mark Perkins survey which did not document any prior found monuments, it was felt this was the best resolution possible for the subdivision. Accordingly we proceeded with this developed layout to reposition the corners we had set on the prior Work Order No. 6555 and No. 3706 and further established the corners in accordance with the client's directive for the 1.81 acre survey in Lot 6.

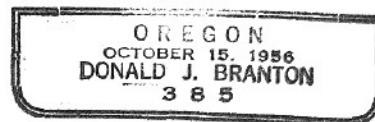
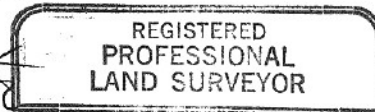
Monuments found in the course of this survey are shown on the attached Work Order No. 6781, which, by reference, is made a portion of these notes. Due to the total number of monuments found at each corner, it was felt the best way to indicate the locations thereof relative to the calculated corners established by the above outlined procedure was to plot them at large scale - one inch to ten - on the plat, which has been done. It is noted this survey represents a substantial deviation from the prior surveys performed but in our opinion represents the most probable layout of the original subdivision plat, provides full equity of measured distances to each of the platted lots which the other monumentation would not do and does provide a basis for additional surveys in this area. Where all evidence indicates all of the prior surveys were predicated on one undocumented survey starting point, we felt this modification is warranted.

Signed David L. Tuttle
David L. Tuttle
Oregon Land Surveyor No. 872

CHECKED AND APPROVED:

Tenneson Engineering Corporation

Donald J. Branton
Donald J. Branton, President



FILED

JUN 30
R. G. Ardal
COUNTY SURVEYOR
BY _____
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