

CS # 92018

CONSULTING  
**Engineers** — TENNESON ENGINEERING CORPORATION

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THE DALLES, ORE. 97058

February 17, 1992

**FILED**

MAR 18, 1992

*Richard J. Arnold*  
COUNTY SURVEYOR

DEPUX

**FIELD NOTES:** Everett Powers  
Work Order No. 7707

**CREW:** David L. Tuttle, Partychief  
Douglas J. Stroh, Assistant

**DATE COMPLETED:** February 4, 1992

**EQUIPMENT:** Wild T-1600 EDM and 01" Theodolyte Transit

**REFERENCE:** Terra Surveying, County Survey File No. 9105 (91025)  
County Roadmaster's Record, Brookside Drive  
Allen Fox Minor Partition, TEC Work Order #7455, November  
2, 1990

**A survey in the Northeast one-quarter of  
Section 2, Township 2 North, Range 10 East,  
Willamette Meridian, Hood River County, Oregon**

On November 20, 1991, Tenneson Engineering Corporation was retained by Everett Powers to provide a survey of Tax Lots 400 and 600, Assessor's Maps 2N-10-2A, Hood River County, Oregon. Copies of the legal descriptions of the tracts were provided by the client. Review of the descriptions indicated the point of beginning Tax Lot 400 was described as a series of fixed distance calls lying West of the Southeast corner and being on the South line of the J. M. Benson Donation Land Claim No. 37. The Southwest corner is at a fixed distance call from the Southeast corner. Tax Lot 600 was described as starting at a point on the same line, at a fixed distance East of the Southwest corner of said claim, with a more or less distance along the East-West boundary of the tract running to the West line of Tax Lot 400. Review of the deed descriptions of the properties lying East of Tax Lot 400 indicated the same East-West dimensions, making the East line of the tract parallel with the East line of the section. Both tracts indicated the North and South lines running on a North-South bearing call, which by construction made it parallel with the East line of Section 2.

County Survey No. 91025, filed May 3, 1991, by Gaylord LS1815, had located the Northeast corner of Section 2, City of Hood River monument K-7 as per City records, the theoretical position of the Southeast corner of DLC No. 37 at the

record distance South and on the East line of the section, and the East one-quarter corner of Section 2, a 3" aluminum cap monument. He further had measured West along the DLC line, setting a 5/8" iron rod and tying to the Southwest corner of the DLC, a railroad iron, giving an overall measured distance of the DLC line of 3,540.11 feet. It is noted that the deed calls of the two subject tracts added up to a total distance of 3,547.97 feet, except as noted the East-West measurement of Tax Lot 600 is called out as a more or less distance to abut to the West line of Tax Lot 400. The shortage in distance in deed calls versus the measured distances must obviously be absorbed in the East-West lines of Tax Lot 600, as all other distances are firm distances between the respective found corners.

The right-of-way of Brookside Drive, according to the records of the Hood River County Engineer's Office, is established as an Final Order listed in County Journal No. 4, Page 181, and also Wasco County Journal No. 2, Page 463, with additional right-of-way recorded in Book 59, Page 55, in 1956, and subsequent minor partitions along the North side of Brookside Drive only. The Final Order, County Journal No. 4, Page 181, provided a legal description of Brookside Drive, starting at the Northeast corner of Section 2 and running to the Southwest corner of DLC No. 37.

In the field, the found monuments along the East line of Section 2, as described in the prior survey, were relocated except that the Northeast corner of Section 2 had been paved over and was currently monumented with a railroad spike over the monument. The East-West distance along the Donation Land Claim No. 37 was measured and verified within 0.05 feet of the prior measurement performed by Terra Surveying. No evidence was found of the iron bars called out in the deed description of the subject parcels at the Southeast or Southwest corners along the DLC line. The Southeast corner of Tax Lot 400 was set on the true line at the distance call from the Southeast corner. The Southwest corner of Tax Lot 600 was set at the deed call East of the Southwest corner on the DLC line. From these points, the property lines were projected North parallel with the East line of the section the deed call dimensions. No traces of the iron bars called out as the corner and reference point to the corner at the Northwest or the Northeast corner of Tax Lot 600 were found.

From the minor partition of Allen Fox, Tenneson Engineering Corporation Work Order No. 7455, performed November 2, 1990, the bearing of the centerline of Brookside Drive was re-established from the Northeast corner of Section 2 running westerly. Using the basis of bearing for the East line of the section at North 01°01'47" East as established by the Gaylord County Survey No. 91025, a bearing of North 89°28'11" West was established for this centerline.

By rotating the W. J. Baker Final Order legal description as filed in County Journal No. 4, Page 181, for Brookside Drive from the West call for this section of alignment to the established bearing. The road centerline would be on the same bearing basis. The remaining bearings in the description were similarly rotated and the traverse mathematically projected to the intersection point on the South line of the DLC as called out in the description. This was found to close at that point within 0.8 foot, indicating the procedure followed resulted in a very close approximation of the surveyed alignment of the 1902

survey. Intersections were then calculated for the property lines of the subject survey with this right-of-way, based on this procedure.

Monuments found and set in the course of this survey are shown on the attached plat, Tenneson Engineering Corporation Work Order No. 7707, which by reference is made a portion of these notes.

Signed:

**CHECKED AND APPROVED:**

TENNESON ENGINEERING CORPORATION

Donald J. Branton, President