

NARRATIVE

Section 15, T4N, R24E

Brief History

The township was originally subdivided by Thompson, Pengra & David in October of 1869.

The B.P.A. tied to the 1/4 corner 15|14 which has since been perpetuated with a 1/2 inch iron rod.

Tennessee Engineering Corporation did some work in Section 14 in 1961 at which time Verl Fraley found a spike for section corner 15|14 and re-established the 1/4 corner 14 and established the 22|23 E 1/16 corner 14.
23

In 1965 (CS#71-K) Leland Asher did not find Fraley at section corner 15|14 and double proportioned the Section Corner back in.
22|23

In 1977 (CS#27-K) Richard Rogers performed a survey for Boeing Agri-Industrial Co. and tied to the Corps of Engineers monument for section corners 9|10 and 16|15. At that time he also monumented a portion of the South boundary of the Union Pacific Railroad right-of-way.

Krumbein Engineering performed two surveys in the area (#148-K in 1978 and #177-K a short time later).

In 1981 William R. Wells did not find the section corner 15|14 and proportioned it back in.
22|23

Also, the Corps of Engineers in work preparatory to the flooding of the John Day Pool restored section corners 10|11, 9|10, and 16|15.
21|22

What Was Found

We found monuments as set by Fraley, the Corps of Engineers, Richard Rogers and William R. Wells.

As indicated on the Record of Survey, we found the original 1/4 corner 10 and section corner 16|15.
15 21|22

We also had access to some 1926 "track" notes at which time section corners 9|10 and 10|11 were tied. The distance from 1/4 10 to 16|15 15|14 matches within three feet of the 1926 return.
15|14

Conclusions

Our parcel is basically bound by the North-South centerline of Section 15, the U.P.R.R. right-of-way, deed calls and the east line of Section 15.

In the course of analyzing all previous survey records we concluded that

- 1) Verl Fraley had the original S.E. section corner.
- 2) The South 1/4 corner was destroyed by road construction.
- 3) A more harmonious position for Section Corner 16|15 was 21|22

somewhere west of the existing Corps of Engineers monument for the same (which has been used for all previous double proportion calculations to re-establish section corner 15|14).
22|23

We restored the position of Verl Fraley for Section Corner 15|14
22|23

based upon ties to monuments he set for 1/4 corner 14 and E 1/16 corner 14.
23

We also restored Section Corner 16|15 and then single proportioned the position for 1/4 corner 15 to re-establish it. (The true 22

Section Corner is S85°04'08"W 78.93 feet from the Corps of Engineers monument.)

For location of the U.P.R.R. right-of-way we could find no monumentation, so we split the existing tracks which causes us to fall 1.24 to 1.76 northerly of those monuments set as right-of-way by Richard Rogers. (His record of survey does not indicate how he determined the right-of-way location!)

General Information

Basis of bearings was established by utilizing published Lambert Coordinates Oregon North Zone data for station "JL 388" and Section Corner 9|10.
16|15

Grid scale factor and theta angle rotation was based at Section Corner 9|10. Bearings as shown on the plat are true and distances are geodetic.
16|15

We set a six foot steel fence post with witness plaque attached at all public land survey corners and project boundary corners shown as set or found on this record of survey.

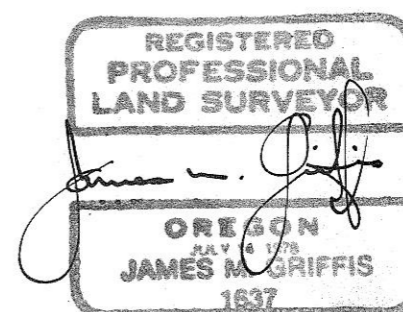
There are no visible encroachments other than what is depicted on this record of survey.

**OREGON NORTH ZONE
LAMBERT COORDINATE DATA
BOUNDARY COURSES WITH CORNER COORDINATES**

Corner Monument	Bearing	Distance	Northing	Bearing
2537-1 (100)	N00°04'14"E	60.318	790,157.560	2,178,435.276
2537-2	N84°08'23"E	568.410	790,217.878	2,178,435.351
2537-2-A	N84°08'23"E	507.510	790,275.914	2,179,000.790
2537-2-B	N84°08'23"E	563.010	790,327.733	2,179,505.648
2537-3	N02°08'34"E	444.312	790,385.215	2,180,065.713
2537-4	N84°08'23"E	319.490	790,829.216	2,180,082.327
2537-4-A	N84°08'23"E	680.480	790,861.838	2,180,400.157
2537-5			790,931.314	2,181,077.066

**SECTION CORNER & CONTROL
MONUMENT COORDINATES**

STATION	NORTHING & BEARING	EASTING & DISTANCE
Sec. Cor. 15 14 22 23	786,284.602 N89°37'29"W	2,181,041.448 2,610.984
1/4 Cor. 15 22	786,301.704 N89°37'29"W	2,178,430.520 2,610.984
Sec. Cor. 16 15 21 22	786,318.806 N01°19'20"W	2,175,819.592 5,268.328
Sec. Cor. 9 10 16 15	791,585.728 S89°43'04"E	2,175,698.029 2,739.025
1/4 Cor. 10 15	791,572.241 S89°59'22"E	2,178,437.021 2,664.009
Sec. Cor. 10 11 15 14	791,571.750 S02°08'34"W	2,181,101.030 (PUB.) 2,621.009
1/4 Cor. 15 14	788,952.574 S00°49'30"E	2,181,003.026 2,668.248
Sec. Cor. 15 14 22 23	786,284.602 N89°46'57"E	2,181,041.448 2,667.072
1/4 Cor. 14 23	786,294.720 N89°46'57"E	2,183,708.501 1,333.536
E 1/16 Cor. 14 23	786,299.779	2,185,042.028
Sec. Cor. 15 14 22 23	786,284.602 S00°59'38"E	2,181,041.448 10,572.996
Sec. Cor. 27 26 34 35	775,713.197	2,181,224.869
△ JL 388	791,530.845	2,178,225.959 (NEW)



RECORD OF SURVEY
FOR: U.S. ARMY CORPS OF ENGINEERS
LOCATED IN SECTION 15, TOWNSHIP 4 NORTH, RANGE 24 EAST,
W.M., MORROW COUNTY, OREGON
JULY 30, 1983 - OCTOBER 14, 1983

