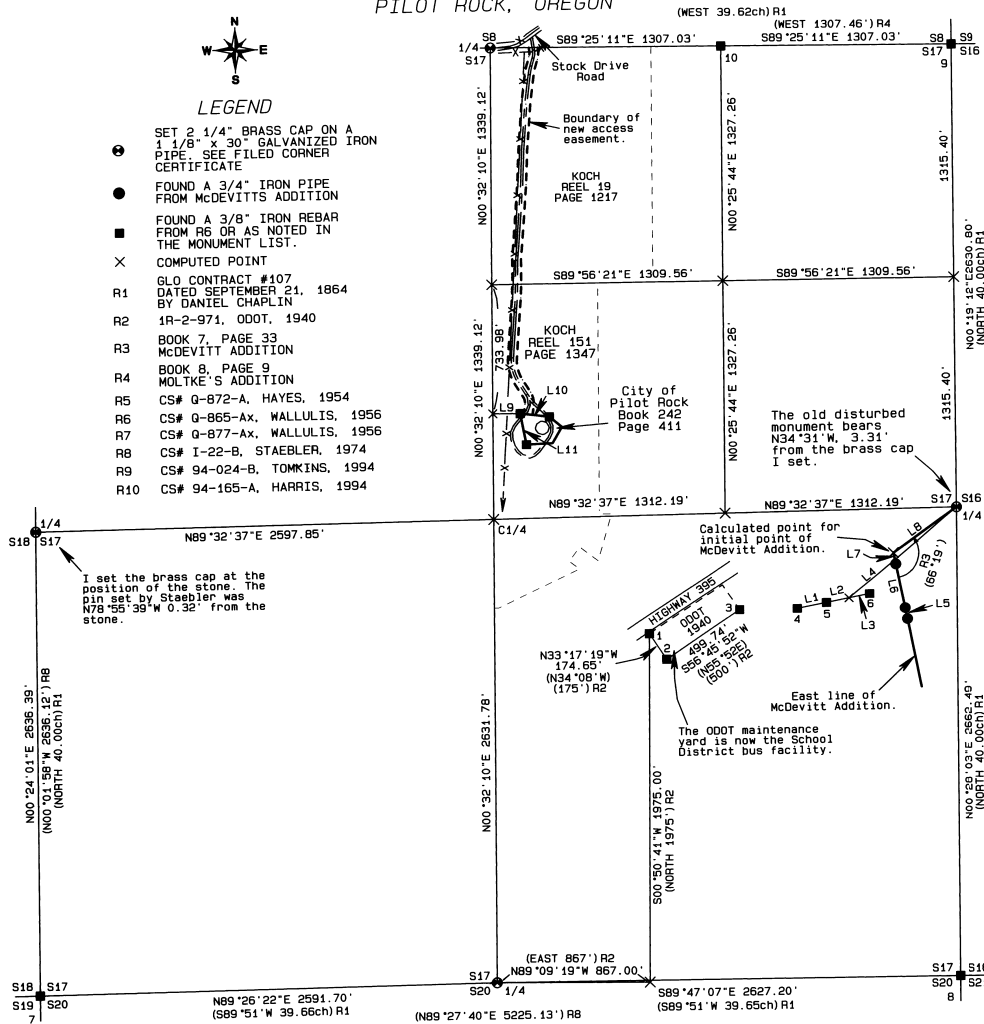


SECTION 17, T1S, R32E, W.M.
PILOT ROCK, OREGON



LEGEND

- SET 2 1/4" BRASS CAP ON A 1 1/8" x 30" GALVANIZED IRON PIPE. SEE FILED CORNER CERTIFICATE
- FOUND A 3/4" IRON PIPE FROM McDEVITT'S ADDITION
- FOUND A 3/8" IRON REBAR FROM R6 OR AS NOTED IN THE MONUMENT LIST.
- × COMPUTED POINT
- R1 GLO CONTRACT #107 DATED SEPTEMBER 21, 1864 BY DANIEL CHAPLIN
- R2 1R-2-971, ODOT, 1940
- R3 BOOK 7, PAGE 33 McDEVITT ADDITION
- R4 BOOK 8, PAGE 9 MOLTKE'S ADDITION
- R5 CS# Q-872-A, HAYES, 1954
- R6 CS# Q-865-Ax, WALLULIS, 1956
- R7 CS# Q-877-Ax, WALLULIS, 1956
- R8 CS# I-22-B, STAEBLER, 1974
- R9 CS# 94-024-B, TOMKINS, 1994
- R10 CS# 94-165-A, HARRIS, 1994



NARRATIVE OF SURVEY

This survey was performed at the request of the City of Pilot Rock. The purpose of the survey was to identify the location of the existing access road to the City's water tank facility, prepare a legal description for an easement for that roadway and verify that the easement was on properly deeded lands.

The lands across which the easement is to run are described by a combination of metes and bounds and aliquot parts. In subdividing the section I remonumented the 1/4 section corners. This was done from the record evidence described below.

The west 1/4 corner was found under survey I-22-B. In that survey Don Staebler set a 3/4" square iron pin for the corner. I found this monument. Mr. Staebler had driven it along side the original stone. This stone and it's mound were undisturbed and still visibly in their original position. I removed the pin and the stone and drove the pin in the bedrock under the stone's location. I set a brass cap over the pin and buried the stone along side.

Mr. Staebler also set the southwest corner of the section under survey I-22-B by double proportionate methods. I find the distance between the south section corners to be different than Mr. Staebler's by 6.35 feet. This should be verified before any reliance is made on that monument.

Many deeds in the southeast quarter of the section use the ODOT maintenance facility for their point of beginning. I used record survey 1R-2-197 and the monuments from the ODOT facility to reestablish the location of the south 1/4 corner of the section. This position agreed with the existing fence line along the south side of the section.

Long time Pilot Rock resident, Mr. Bill Etter, now deceased, personally told me that he had witnessed the monument at the east 1/4 corner being disturbed during clean up after a flood. Mr. Etter was a school board member at that time. The monument falls in the elementary school's yard. The existing monument consists of a 3/4" iron pipe running horizontally through a concrete block. The pipe has been smashed. I checked the location of this pipe against the McDevitt Addition monuments and determined that it had been moved. I reestablished this corner using both the record angle and distance from the McDevitt Addition monuments. I verified this position against the record angle and distance from the 1954 Hayes Addition monuments.

The north section line was reestablished in 1954 by F. B. Hayes. It appears that Mr. Hayes established that line by running record GLO bearing and distance from the Northeast corner of the section and setting a monument. The actual location for the 1/4 corner falls in the roadway of Stock Drive Road. This area has been bladed nearly to the bedrock. Because of it's long term use, I held the position and line determined by Hayes to locate the north 1/4 corner. I determined this position based on the Initial Point of Moltke's Addition and the Northeast section corner.

The legal description for the City's water facility has an error in it. The date of the deed coincides with a survey filed by Mr. Stan Wallulis. The courses and distances from the deed are identical with those of survey Q-865-Ax with the exception of the north most line of the property. The City is currently in the process of correcting the deed to agree with the actual possession as marked by Mr. Wallulis' monuments.

LINE TABLE

LINE No.	BEARING	DISTANCE
L1	N79°11'10"E	168.88'
(L1)	(N78°22'E)	(168.93')R5
L2	N79°04'43"E	130.99'
(L2)	(N78°22'E)	(131.06')R5
L3	N79°04'43"E	119.93'
(L3)	(N78°22'E)	(120.00')R5
L4	N50°43'53"E	798.32'
(L4)	(S50°00'W)	(798.26')R5
L5	N10°53'24"W	64.95'
(L5)	(S11°38'E)	(65.0')R3
L6	N10°53'20"W	260.36'
(L6)	(S11°38'E)	(260.0')R3
L7	N10°53'20"W	85.00'
(L7)	(S11°38'E)	(85.0')R3
L8	N55°25'39"E	439.40'
(L8)	(N54°41'E)	(439.40')R3
L9	S89°27'50"E	155.03'
(L9)	N82°32'23"W	165.30'
(L10)	(N83°06'45"W)	(166.31')R6
L11	N10°12'33"W	183.91'
(L11)	(N10°51'15"W)	(184.11')R6

BASIS OF BEARINGS
Bearings are based on GPS observations rotated 1°10'33" to true bearings.

MONUMENT LIST

1. FOUND A 1" SMOOTH IRON PIN ASSUMED FROM R2.
2. FOUND A 5/8" IRON REBAR ASSUMED FROM R2.
3. FOUND A 1/2" IRON PIPE ASSUMED FROM R2.
4. FOUND A 5/8" IRON REBAR FROM SURVEY R5.
5. FOUND A 3/4" IRON PIPE FROM SURVEY R5.
6. FOUND A 2" IRON PIPE AS PER SURVEY R5.
7. FOUND A 5/8" IRON REBAR FROM SURVEY R5.
8. FOUND A 1" SQUARE IRON PIN FROM SURVEY R8.
9. FOUND A BRASS CAP FROM SURVEY R9.
10. FOUND A 2" BRASS CAP IN CONCRETE FOR THE INITIAL POINT OF MOLTKE'S ADDITION. THE CAP IS STAMPED AS RESET, CITY OF PILOT ROCK.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Stephen K. Haddock

OREGON
JULY 8, 2001
STEPHEN K. HADDOCK
58225LS
RENEWS 6-30-05

SURVEY FOR

CITY OF PILOT ROCK
P.O. BOX 130
PILOT ROCK, OR 97868

RECEIVED BY
Umatilla County Surveyor
Date: 3/4/04
Rec'd By: [Signature]
No.: 04-070-B

LOCATION: SECTION 17, T1S, R32E, W.M.
UMATILLA COUNTY, OREGON

SURVEY DATE: January 14 - 16, 2003

PROJECT No. 02-37

SCALE 1" = 500'

WITNESS TREE SURVEYING

Stephen K. Haddock, PLS
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Pilot Rock, Oregon 97868
(541) 443-2922