

NARRATIVE

The purpose of this plat is to partition a parcel of land in the NE1/4NE1/4 of Section 23, T8S,

R40E, WM into two parcels at the request of Margurette D. Hall. The original parcel is recorded in the Baker County deed records as Deed No. 70-10-034. This deed shows the north and south property lines to be parallel with Baker-Medical Springs Highway, however it does not seem that the deed writers were aware of a curve with spirals in the highway which fronts this property. All indications are that there was an assumption that the highway right-of-way was 40 feet on each side of the line between Sections 14 and 23, but there is a deed in Book 148, Page 252 with a description of the highway right—of—way with the

There are four additional 10 acre tracts to the south of this parcel that are all described using cardinal bearings, including the one which is adjacent to the south line of this parcel being partitioned. A little less than half of the north line of the adjacent property is intended to be common with the partitioning parcel. I interprete the deeds for these other parcels to mean that the parcels were intended to be rectangular, with the north and south property lines being perpendicular to Baker County/Sunnyslope Road No. 751. My reasoning is that the original bearing in the GLO records of the east section line was North and the deeds for the adjacent parcels show all four bearings as cardinal. Otherwise for every basis of bearings, there would be

On Map of Survey 8-40-8 Jim Hanley chose to use east—west cardinal directions for the most southerly of the 10 acre parcels, with a bearing of N0°29'40"E for Sunnyslope Road based on a solar observation. This places the back corners nearly 9 feet south of where a perpendicular line to the right-of-way would place them. If the state highway were used for the basis of bearing, the county road would have a bearing of N0°04'30"W, and thus cardinal bearings applied to the north and south property lines place the back corners less that 1.5 feet north from the perpendicular. I see that Jim's decision may have been influenced by the existing fence that nearly parallels his survey line. But as can be seen by these examples, different bases can have a variety of results. For consistant results, I believe the lines should be either perpendicular to the east section line or parallel to the north section line, but not parallel to the highway right-of-way. This would include the southerly property line of this partitioning parcel to avoid gaps between or overlaps with the neighboring properties.

Several surveys have used the northeast corner of Section 23, but I do not find any evidence of the corner being set and referenced or a corner record being made. As the control for setting this section corner, I used pins set by Jim Hanley as shown on Baker County Map of Survey No. 8-40-7 and shown on this plat as found. After setting the corner I found an apparent reference rebar monument, which is not of record, about 40 feet south of the corner on the section line in the center of Sunnyslope Road. It appears that the pin has been hooked by a road grader and is bent to the south. The yellow plastic cap which had been set on this rebar was badly damaged

I found a rebar monument not of record about 8" below the surface of Sunnyslope Road at the correct position for the east quarter corner of Section 23, again with a badly damage plastic cap that was not legible. I placed an aluminum cap on the rebar and accepted it as the quarter corner. I found an 1 1/2" pipe about 16" below the surface of the Medical Springs Highway at the proper location for the north quarter corner of Section 23. To improve the corner, I drove a rebar down through the center of the pipe and placed an aluminum cap on the rebar nearly flush

Due to the reliance of this survey on the Oregon State Highway data, I decided to use the Highway for my basis for bearings rather than Jim Hanley's solar observation as used on his

There are no water rights of record on this property.

CERTIFICATION

I, Leland Lee Myers, a Professional Land Surveyor registered in the State of Oregon, doing business at 587 E Auburn Street, PO Box 98, Sumpter, Oregon 97877, completed the survey of this partition on June 12, 1995, by setting proper monuments and do hereby certify that the information shown on this plat is correct to the best of my knowledge.

Beginning at the northeast corner of Section 23, T8S, R40E, WM, which is a No. 5 Rebar thirty

inches long with a two—and—a—half inch aluminum cap, this point also being centerline station no. 339+90 of Oregon State Highway No. 203; thence S89°40'30"W, 13.89 feet along the highway centerline to PT339+76.11 which is the end of a centerline 250 foot spiral curve with a central angle for the sprial of S=0°18'45" and the increase in degree of curve per station on the spiral of g=0.1; thence \$0°19'30"E, 40.00 feet to the point of tangency on the southerly highway right—of—way line; thence on a chord of a variable radius curve which is parallel to the spiral curve mentioned above bearing S89°40'32"W, 16.26 feet to the Initial Point for this partition which is a No. 5 Rebar thirty inches long with a yellow plastic cap marked PLS 699, and is at the intersection of the southerly right—of—way line of Highway No. 203 and the westerly right—of—way line of Baker County Sunnyslope Road No. 751, and the exterior of this partition is more fully described as follows:

Thence, continuing along the variable radius curve which is 40 feet south and parallel to the spiral curve on another chord bearing S89°47'11"W, 233.95 feet to a No. 5 rebar with a yellow plastic cap marked PLS 699 to a point S0°00'45"E, 40.00 feet from highway station

Thence, along a curve with a radius of 22,958.32 feet and parallel to the highway centerline on a chord bearing N89°56′50′W, 52.31 feet to a No. 5 rebar with a yellow plastic cap marked PLS 699 to a point S0°07'05"W, 40.00 feet from highway station PSC336+73.89;

Thence, along a portion of another variable radius curve which is 40 feet south and parallel to an identical spiral curve on chord bearing N89°46'09'W, 124.71 feet to a No. 5 rebar with a vellow plastic cap marked PLS 699;

Thence, leaving the highway right—of—way S0°06'19"E, 1,060.32 feet to a No. 5 rebar with a yellow plastic cap marked PLS 699;

Thence, N89°53'41"E, 410.97 feet to a No. 5 rebar with a yellow plastic cap marked PLS 699; Thence, N0°06'19"W, 1,059.89 feet to the Initial Point.

> PROFESSIONAL LAND SURVEYOR OREGON JULY 9, 1965 LELAND LEE MYERS

REGISTERED

Renewal Date 1/1/97

7-24-95 BAKER COUNTY SURVEYOR

SURVEY NO. 8-40-11