

LEGEND

- ⊙ Set 3 1/4 in. dia. alum. cap on 2 3/8 in. dia. by 30 in. long alum. post, buried 24 in. in the ground.
- ⊕ Calculated position of 1/4 corner to Secs. 27 and 28, from coordinates as shown on O.S.H.D. Drg. No. 9B-1-26.
- Found cadastral monument of record as described.
- ⊙ Found 2 1/2" dia. brass cap set in concrete, O.S.H.D. monument marking horizontal alignment point or offset, shown on Drg. No. 9B-1-26.
- Found 1 1/2" dia. alum. cap O.S.H.D. ROW monument
- Found unrecorded monument as described.
- () Record bearing and distance from Survey No. 9-40-535
- [] Record bearing and distance from Survey No. 9-40-54
- < > Record bearing and distance from O.S.H.D. Dwg. No. 9B-1-26
- { } Record bearing and distance from Survey No. 9-40-37

NARRATIVE

Found lava rock 22"x8"x4" marked 1/4, in rock mound, a cotton gin nail set directly beneath, in old E-W fence.

{N0°11'59"E 2635.12'
{N1°34'53"W 2637.21'
{N1°34'37"W 2637.17'

The purpose of this survey is to reestablish the South 1/16 corner common to Sections 27 and 28, T.9S., R.40E., W.M. This corner was originally established in Survey 9-40-535 and subsequently was apparently removed. To reestablish this corner it was necessary to reestablish the position for the 1/4 corner common to said sections, this corner having the particular problem of being located within the existing alignment of Interstate Hwy. 84 and, not being practical to monument, a monument is not established there. The original GLO 1/4 corner was never recovered by any survey of record, but there is evidence from two older surveys that a fence corner existed at this position (Field Notes of Ira Hoffman, Baker Co. Surveyor, Bk. 35, in 1920 and Sketch Map of a survey by Robert Leep, Registered Professional Engineer, in 1935). The only record of a monument set subsequent to the original GLO survey is a position on O.S.H.D. Drawing No. 9B-1-26 (dated April 1969) which is the map made prior to construction of Interstate Hwy.84. This map states that a 3/4 in. pipe was found and a state plane coordinate is shown on the map as the location of the position. This pipe was apparently destroyed during construction of the highway and the only references are specific horizontal alignment points and other found corner monuments that are also given state plane coordinate positions on said map. After a thorough search, I found only one of these horizontal alignment points that was monumented (2243+49.27 P.I.), the rest of the shown alignment points with coordinate positions were either never monumented, or alignment was changed and the new alignment is not related to the original map. In order to check the accuracy of the coordinates, I searched until I found a corner monument shown on said O.S.H.D. drawing, which is a 1 1/4 in. pipe of unknown origin (this pipe was also tied in Survey 9-40-37) that is shown as being the South 1/4 corner of Sec. 27 on said O.S.H.D. drawing and is also given a coordinate. This tie was not accurate and further evidence was needed to verify the calculated position of the 1/4 corner common to Secs. 27 and 28.

I then went north, found the section corner common to Secs.21,22,27 and 28, and tied it into the survey. This corner is shown on and was monumented soon after completion of Survey 9-40-54. In said survey, the calculated position of the 1/4 corner to Secs. 27 and 28 was used as primary evidence to establish said section corner. My survey agreed well in both distance and bearing with said survey in relation to the calculated position of said 1/4 corner. Also in said survey, a pipe of unknown origin is shown and cited as further evidence of the position of both corners by its being at a position of close to halfway between them, apparently being set for the corresponding 1/16 corner. I found and tied this pipe into the survey and found that it did fit close to halfway between the said corners. I also found that the bearing between the said corners is a good north bearing when rotated from grid bearing (used as basis of bearing in this survey) to true bearing. After reviewing and analyzing all the evidence, I accept the position of the said 1/4 corner, as reconstructed by coordinate tie from the highway P.I. monument, and use it to reestablish the South 1/16 cor. to Secs. 27 and 28.

I then went south and tied the monument set in Survey 9-40-37 for the corner to Secs. 27,28,33 and 34; this being the other corner needed to reestablish the South 1/16 corner to Secs. 27 and 28. The distance in my survey from said corner to the calculated 1/4 corner position to Secs. 27 and 28 did not agree with the distance shown on said survey. I then tied the original 1/4 corners to the south and west, as shown on said survey, to verify the position of said found section corner. My surveyed ties to these corners agree closely with Survey 9-40-535. I accept this monument as the corner to Secs. 27,28,33 and 34.

I then reestablished the 1/16 corner at a position halfway between the said found section corner and the 1/4 corner position from coordinates to Secs. 27 and 28. I have a slight difference from Survey 9-40-535 in the reconstructed position for said 1/4 corner as I calculated and applied a scale factor to compute ground distance from the grid distance that is given by the state plane coordinates.

Found 2 1/2 in. brass cap on 3/4 in. pipe, up 8 in. in mound of stone in E-W fence, corner remonumented subsequent to Survey 9-40-535.

REFERENCES

DEEDS

Deed MF No. 81-12-120
Deed MF No. 79-47-055

SURVEYS

Survey No. 9-40-37 (separate narrative also filed)
Survey No. 9-40-54
Survey No. 9-40-535

OTHER SOURCES

Baker County Monumentation Records
Baker Co. Circuit Court Case No. 02-484

Book 35, P.83, of Fieldnotes of Ira Hoffman, Baker Co. Surveyor dated Dec. 3, 1920.

Sketch Map of survey by Robert Leep, Professional Engineer, dated May 1935.
Oregon State Highway Dept. (O.S.H.D.) Drawing No. 9B-1-26, dated April 1969

BASIS OF BEARING

Grid Bearing, North Zone of the Oregon Coordinate System (also known as state plane coordinates) as surveyed between ROW monuments at Sta. 2254+00.94 P.T. 150' LT. and Sta. 2266+18.78 P.O.T. BK. 150' LT. shown on O.S.H.D. Drg. No. 9B-1-26 as S32°00'30"E.

NOTE: Rotation to True Bearing is East 1°54'32" at the calculated 1/4 corner to Secs. 27 and 28.

1 S28
4 S33
(S88°01'20"W 2623.77')
{S89°48'16"W 2622.52'}
S28
S27
S34
S33
S34

S28
S27
S34
S33
S34
N87°15'10"E 2595.59'
{N89°00'49"E 2575.95'}

S28
S27
S34
S33
S34

S27
S34
S34

S27
S34
S34

S27
S34
S34

S27
S34
S34

S27
S34
S34

S27
S34
S34

(S2°29'31"E 1349.92')
(S2°29'54"E 1350.22')

N2°29'54"W 2700.44'
(N2°29'31"W 2699.84')
{N0°27'19"W 2718.75'}

N 404,965.23
E 2,701,812.89
From O.S.H.D.
DRG. NO. 9B-1-26

N 404,965.23
E 2,701,812.89
From O.S.H.D. DRG. NO. 9B-1-26

Found 1 1/4" iron pipe in rock mound at old fence corner S. and W.

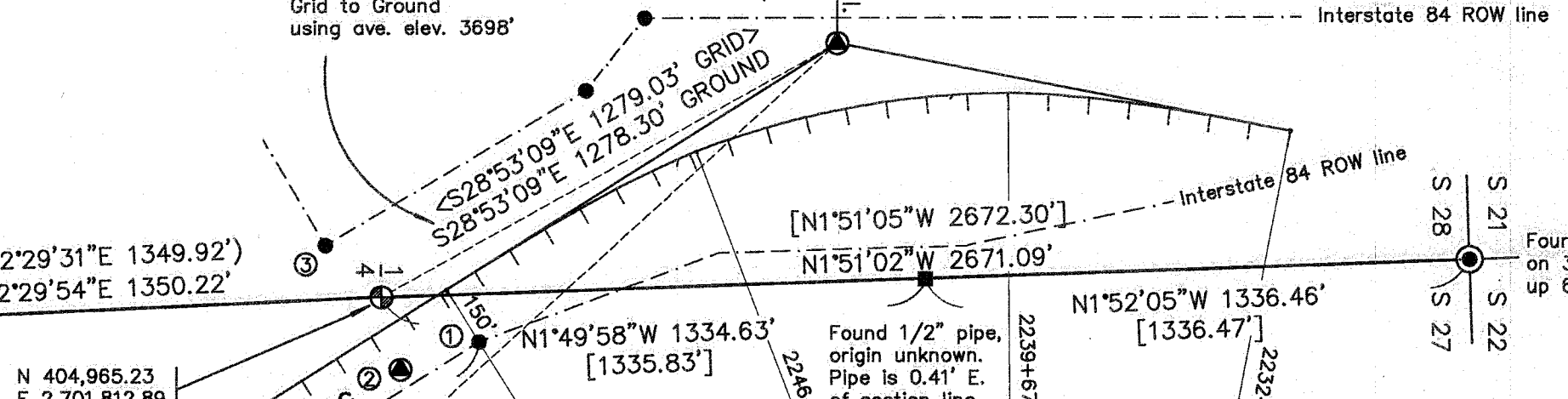
Combined scale factor 0.99974344
Grid to Ground using ave. elev. 3698'

Combined scale factor 0.99974391
grid to ground using ave. elev. 3718'
Angular misclosure by survey 0°15'58"

2243+49.27 P.I.
N 408,678.39
E 2,698,497.80
From O.S.H.D. Drg. NO. 9B-1-26

Highway Cl. Curve Data
3" CL
TA = 43°00'
Ts = 1131.86'
750' Sp.
S = 11°15'
a = 0.4

S42°01'28"E 4970.98' GROUND
{S41°45'30"E 4977.69' GROUND}>
{S41°45'30"E 4977.69' GROUND}>
{S41°45'30"E 4977.69' GROUND}>
2286+18.78 P.O.T. BK.



FILED MARCH 5, 2004
BAKER COUNTY SURVEYOR
SURVEY NO. 9-40-588

REGISTERED PROFESSIONAL LAND SURVEYOR
Peter C. Elder
OREGON
JULY 13, 1999
PETER C. ELDER
51277
Renewal Date: December 31, 2005

Peter C. Elder Land Surveying
610 16th St. La Grande Oregon (541) 663-0606

MAP of SURVEY
Dependent Resurvey in Sections 27,28,33 and 34,
Township 9 South, Range 40 East, W. M.
to reestablish the South 1/16 corner to Sections 27 and 28.

DRAWN BY:	PCE	SCALE:	1" = 400'
SURVEYED FOR:	Michael Moyes	DATE:	March 4, 2004
SURVEYED:	Dec. 2003 to Feb. 2004	SHEET:	1 OF 1