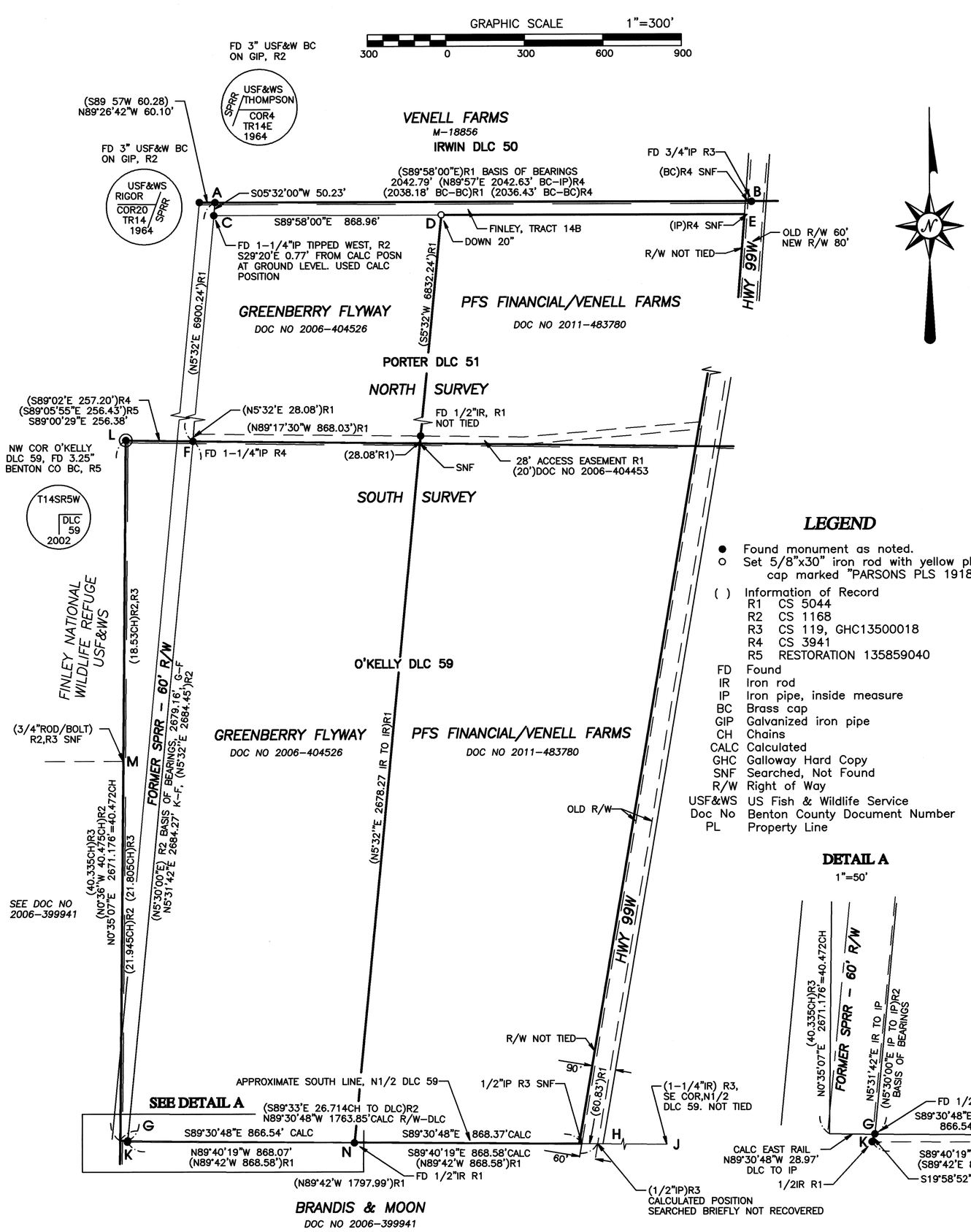
RECORD OF SURVEY
for
VENELL FARMS, INC.
in the
Porter DLC No. 51 & O'Kelly DLC No 59
S1/2 Section 22, Section 27 & NW1/4 Section 34
T13S, R5W, W.M
Benton County, Oregon
September 1, 2016

Benton County Surveyor's Office
CS FILE NO 10795
FILING DATE 11-9-16
FILE SIZE 18x24



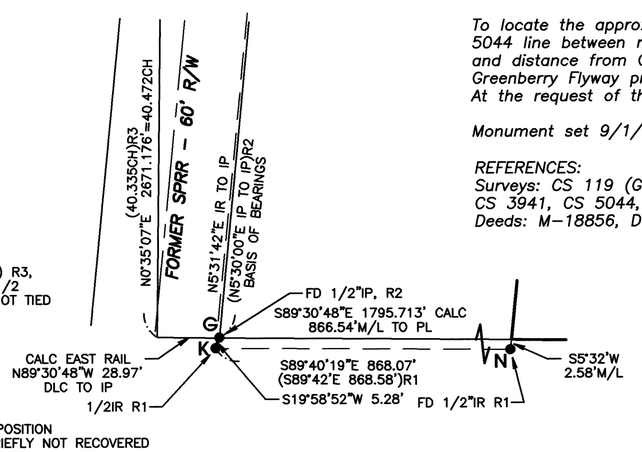
LEGEND

- ● Found monument as noted.
- o Set 5/8"x30" iron rod with yellow plastic cap marked "PARSONS PLS 1918".

( ) Information of Record
- R1 CS 5044
- R2 CS 1168
- R3 CS 119, GHC13500018
- R4 CS 3941
- R5 RESTORATION 135859040

FD	Found
IR	Iron rod
IP	Iron pipe, inside measure
BC	Brass cap
GIP	Galvanized iron pipe
CH	Chains
CALC	Calculated
GHC	Galloway Hard Copy
SNF	Searched, Not Found
R/W	Right of Way
USF&WS	US Fish & Wildlife Service
Doc No	Benton County Document Number
PL	Property Line

DETAIL A
1"=50'



NARRATIVE

The purpose of this survey is to locate corners along the property line between the Greenberry Flyway property (Doc. No. 2006-404526), and the PFS Financial/Venell Farms property (Doc No.2011-483780) reestablishing destroyed monuments as requested. These properties were previously partially surveyed in CS 119 (GHC 13500013) and CS 1168, and fully surveyed in CS 5044. This survey does not reestablish the south line of the Greenberry Flyway or PFS Financial/Venell Farms properties.

NORTH SURVEY

Basis of Bearings is the line between the 3" US Fish & Wildlife Service brass cap at A (CS 3941) and the 3/4" pipe at B (CS 119, GHC 13500013), S89°58'00"E per CS 5044.

No mention is made in CS 3941 of a 1-1/4" iron rod shown in CS119 which appears to have been set at A. The monument at B was established in CS 119 (GHC 13500013) and tied in CS 3941. CS3941 established a brass cap along the west right-of-way of Hwy 99W West 6.2 feet East from the 3/4" pipe at B. I was unable to find either that brass cap or the 1-1/4" pipe at E set in CS 3941 for the southeast corner of the 50 foot access strip (Finley Tract 14b) and and tied in CS 5044. The distance between A and B matches closely to the CS 3941 record, but the distance from A to a point 6.2 feet west of B does not match the distance shown in CS 5044 very well.

I calculated the southwest corner C of the Tract 14b along the railroad right of way using the record bearing and distance of S5°32'W 50.23' per CS 5044. From this calculated point, I found a 1-1/4" pipe tipped westerly at N20°W 0.77 feet (measured at ground level) from the position shown in CS 5044. I searched for the 1/2" iron rod at D without success. I reestablished this corner S89°58'E 868.96' from my calculated corner at C per CS 5044 and set a 5/8" iron rod 20" below ground.

SOUTH SURVEY

Basis of Bearings is the east line of the old SPRR railroad right of way between 1/2" iron pipe at G and the 1-1/4" iron pipe at F, N5°30'E per CS 1168, I found a 1/2" iron rod at K set in CS 5044 for the southwest corner of the Greenberry Flyway property S19°59'W 5.28' from G. I believe the 1/2" iron rod at K was set by intersecting monuments on the east line of the railroad right-of-way projected southerly between A and F and the midline of the O'Kelly DLC projected westerly from the monuments at J and H. H falls in a paved driveway approach to the east, I briefly searched for the monument at H without success and did not search or tie the monument at J.

To verify which monument, G or K best matched prior surveys, particularly CS 1168, I tied to the northwest corner of the O'Kelly DLC at L There is conflicting information in the County Surveyor files for CS 119 and CS 1168 in Field Book 70, Pages 10-12. CS 119 shows the west end of the north half of DLC 59 S0°36'W 40.335 chains (2662.11 feet) from the northwest corner of the DLC; descriptions in the CS1168 folder, current deeds for surrounding properties, and FB70, Page 10, reflect this distance and also being south from the 3/4" rod or bolt at M. CS 1168 and FB70, Page 11, however, shows this distance revised to 40.475 chains and 21.945 chains south of M. Coordinate calculations in the CS1168 file show a miscalculation of the closure error of 0.14 chains. The distance southerly from the DLC corner of 40.475 chains matches the found 1/2" pipe at G very closely while the 40.335 chains falls about 9 feet north. I believe a calculation error was made originally and discovered shortly thereafter as reflected in FB70, Page 11 and CS 1168, but the deed descriptions were never revised.

A very old fence line runs along the east railroad right of way about 1 foot east of the 1/2" pipe at G, and a very old fence line down and mostly removed runs east 2 feet south of G. It appears that the property owners on each side of the the line G to H recognized the 1/2" pipe at G as the property corner and I therefor I hold G as the property corner rather than the more recently set 1/2" iron rod at K.

To locate the approximate south line of the Venell and Greenberry Flyway properties, I projected the CS 5044 line between monuments at K and N the CS 5044 record distance to H, then calculated the bearing and distance from G to H. I held the monument at N as controlling the line between the Venell and Greenberry Flyway properties and found it to be approximately S5°32'W 2.59 feet from the proper location. At the request of the client, I did not set a monument at this point.

Monument set 9/1/2016. Equipment: Topcon GTS-4.

REFERENCES:
Surveys: CS 119 (GHC 13500013, CS 312 (GHC 13500018), CS 359/245 (GHC13500017), CS 1168, CS 3941, CS 5044, CS 9830, Pages 7, 12 & 13, Field Book 70, Pages 8-12.
Deeds: M-18856, Doc No 2006-399941, DOC NO 2006-404526, Ddo No 2006-404453.

REGISTERED
PROFESSIONAL
LAND SURVEYOR
OREGON
JULY 18, 1980
TYLER BARNETT PARSONS
1918
RENEWS: 12/31/2016

PARSONS SURVEYING
1915 S.E. Stone Street
Corvallis, OR 97333
(541) 752-7515
Project No. 1628

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