

RECORD OF SURVEY

LOCATED IN THE SOUTHWEST AND SOUTHEAST QUARTERS OF SECTION 21 AND THE NORTHWEST QUARTER OF SECTION 28, TOWNSHIP 10 SOUTH, RANGE 7 WEST, WILLAMETTE MERIDIAN, BENTON COUNTY, OREGON

SHEET 1 OF 2

SURVEY BY AND FOR:

STATE OF OREGON, DEPARTMENT OF FORESTRY
2600 STATE STREET
SALEM, OR 97310

SURVEY COMMENCED: SEPTEMBER 30, 2018
SURVEY COMPLETED: JANUARY 25, 2019

LEGEND

- FOUND CORNERS
- RESTORED CORNERS
- TRUE LINE POSTED THIS SURVEY
- BCSR BENTON COUNTY SURVEY RECORD
- (.....) RECORD PER BCSR 3649
- DBH DIAMETER AT BREAST HEIGHT
- YMLP YELLOW METAL LOCATION POSTER
- GNSS GLOBAL NAVIGATION SATELLITE SYSTEM
- SBAS SATELLITE BASED AUGMENTATION SYSTEM
- RTK REAL-TIME KENEMATIC
- OSBF OREGON STATE BOARD OF FORESTRY

Benton County
Surveyor's Office

C.S. FILE NO. 10949
FILING DATE 2-19-19
FILE SIZE 18x24

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO RETRACE AND POST A PORTION OF OREGON DEPARTMENT OF FORESTRY BOUNDARIES IN THE SOUTH ONE HALF OF SECTION 21 AND THE NORTHWEST ONE QUARTER OF SECTION 28, TOWNSHIP 10, SOUTH, RANGE 7 WEST.

HISTORY OF SURVEYS- THE EXTERIOR BOUNDARIES OF SECTIONS 21 & 28 WERE ESTABLISHED BY DENNIS HATHORN IN 1856, GLO CONTRACT NUMBER 63. SECTIONS 21 AND 28 WERE FURTHER DIVIDED INTO ALIQUOT PARTS BY BCSR 10-700008 (SURVEYOR AND SURVEY DATE UNKNOWN) AND BCSR 3649 (BY ELBERT DRIVER LS 559, MAY 1962 FOR STATE OF OREGON, DEPARTMENT OF FORESTRY). A REVIEW OF THE RECORDS INDICATE THAT BOTH BCSR 10-700008 AND BCSR 3649 RELIED UPON EXTERIOR SECTION AND 1/4 SECTION CORNERS WHICH HAVE BEEN PERPETUATED FROM ORIGINAL GLO EVIDENCE. THIS SURVEY FOUND AND HELD CORNER POSITIONS ESTABLISHED BY BCSR 10-700008 AND BCSR 3649 AS THE FIRST SURVEYS OF RECORD FOR THE INTERIOR CORNERS OF SECTIONS 21 AND 28.

PROCEDURES USED- A NIKON NPL352 TOTAL STATION WAS USED TO COMPLETE DOUBLE ANGLE TRAVERSES BETWEEN FOUND CORNERS AS NOTED. AN ARROW 200 GNSS RECEIVER WAS USED TO RECORD CORNER POSITIONS AT THE CW 1/16 CORNER SECTION 28 AND THE C1/4 CORNER SECTION 21. GNSS POSITIONS ARE SBAS CORRECTED AND NOT RTK CORRECTED. I COLLECTED A MINIMUM OF TWELVE 5 MINUTE SESSIONS AT EACH POINT AND AVERAGED THE POSITIONS FOR EACH SESSION TO DETERMINE FINAL POSITION AND RELATIVE ACCURACY TO THE MEAN POSITION AT EACH LOCATION. THE AVERAGE DEVIATION FROM THE MEAN POSITION AT THE CW 1/16 CORNER WAS +/-1.13 FEET. THE AVERAGE DEVIATION FROM THE MEAN POSITION AT THE C 1/4 CORNER SECTION 21 WAS +/-0.33 FEET. THE GNSS BEARING BETWEEN THE MEAN POSITIONS WAS USED AS THE BASIS OF BEARING FOR THIS SURVEY. SHINGLE CREEK ROAD WAS NOT SURVEYED AS PART OF THIS SURVEY AND IS SHOWN FOR REFERENCE PURPOSES ONLY. SOURCE DATA FOR SHINGLE CREEK ROAD IS THE OREGON DEPARTMENT OF FORESTRY STATEWIDE ROADS GIS LAYER.

TRUE LINE WAS POSTED WITH ORANGE FLAGGING, ORANGE PAINTED BLAZES, 6' X 5/8" DIAMETER WHITE FIBERGLASS RODS SPACED AT 50' TO 300' INTERVALS AND 6' X 2.5" ORANGE CARSONITE 'OREGON DEPARTMENT OF FORESTRY PROPERTY BOUNDARY' POSTS AT ROAD CROSSINGS. SURVEY WAS COMPLETED BY DAREN CONE, AARON MCEWEN, MIKE LOEWEN, ERIC BREKSTAD

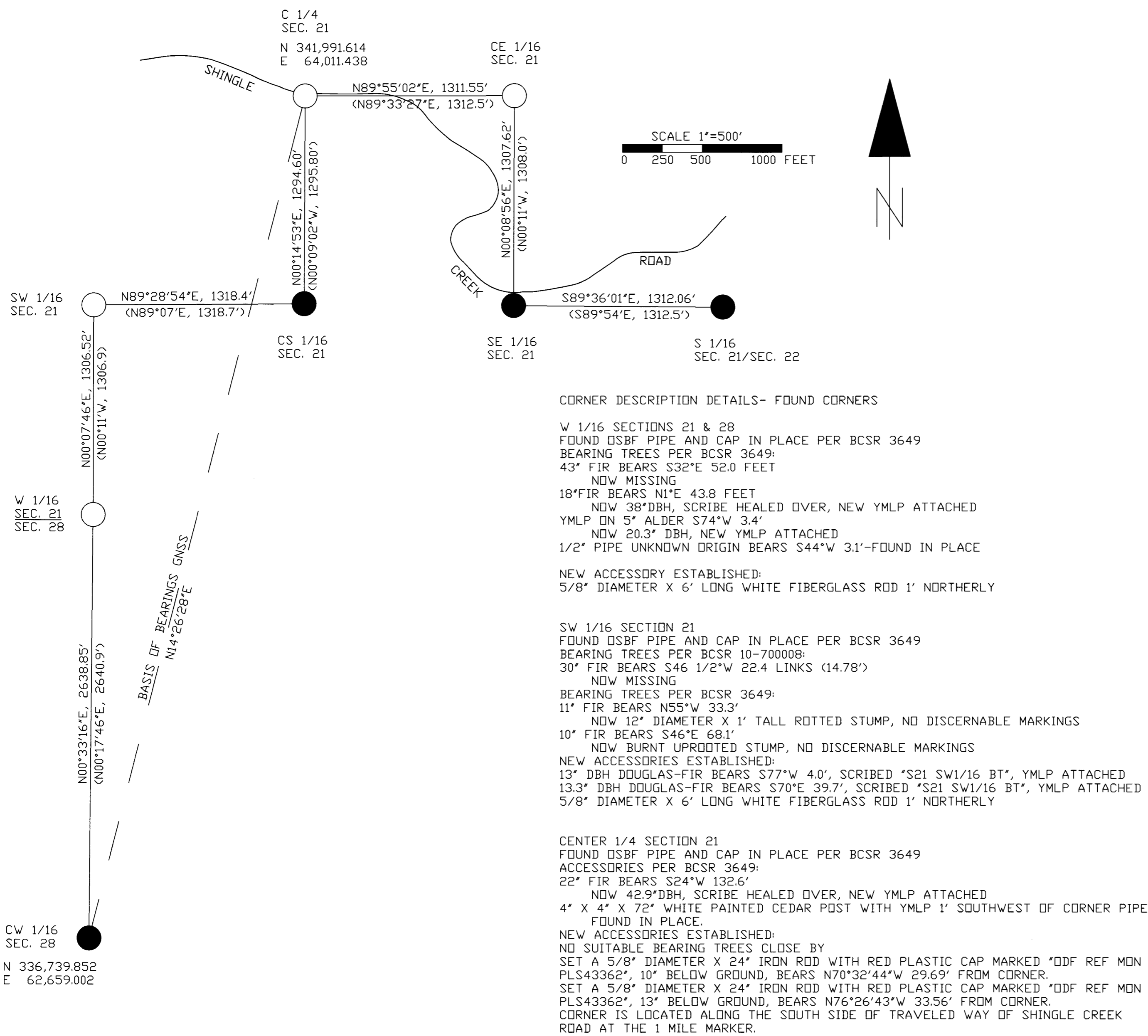
REGISTERED
PROFESSIONAL
LAND SURVEYOR

Daren L. Cone

OREGON
JUNE 8, 2009
DAREN L. CONE
43362PLS

RENEWS: DEC. 31, 2019

BEARINGS TO NEW BEARING TREES WERE SHOT WITH A HAND COMPASS MAGNETIC DECLINATION 15 1/2"E. DISTANCES MEASURED TO SIDE CENTER OF THE TREE AT TOP OF ROOT COLLAR.



CORNER DESCRIPTION DETAILS- FOUND CORNERS

W 1/16 SECTIONS 21 & 28
FOUND OSBF PIPE AND CAP IN PLACE PER BCSR 3649
BEARING TREES PER BCSR 3649:
43' FIR BEARS S32°E 52.0 FEET
NOW MISSING
18' FIR BEARS N1°E 43.8 FEET
NOW 38" DBH, SCRIBE HEALED OVER, NEW YMLP ATTACHED
YMLP ON 5' ALDER S74°W 3.4'
NOW 20.3" DBH, NEW YMLP ATTACHED
1/2" PIPE UNKNOWN DRIGIN BEARS S44°W 3.1'-FOUND IN PLACE
NEW ACCESSORY ESTABLISHED:
5/8" DIAMETER X 6' LONG WHITE FIBERGLASS ROD 1' NORTHERLY

SW 1/16 SECTION 21
FOUND OSBF PIPE AND CAP IN PLACE PER BCSR 3649
BEARING TREES PER BCSR 10-700008:
30' FIR BEARS S46 1/2°W 22.4 LINKS (14.78')
NOW MISSING
BEARING TREES PER BCSR 3649:
11' FIR BEARS N55°W 33.3'
NOW 12" DIAMETER X 1' TALL ROTTED STUMP, NO DISCERNABLE MARKINGS
10' FIR BEARS S46°E 68.1'
NOW BURNT UPROOTED STUMP, NO DISCERNABLE MARKINGS
NEW ACCESSORIES ESTABLISHED:
13" DBH DOUGLAS-FIR BEARS S77°W 4.0', SCRIBED "S21 SW1/16 BT", YMLP ATTACHED
13.3" DBH DOUGLAS-FIR BEARS S70°E 39.7', SCRIBED "S21 SW1/16 BT", YMLP ATTACHED
5/8" DIAMETER X 6' LONG WHITE FIBERGLASS ROD 1' NORTHERLY

CENTER 1/4 SECTION 21
FOUND OSBF PIPE AND CAP IN PLACE PER BCSR 3649
ACCESSORIES PER BCSR 3649:
22' FIR BEARS S24°W 132.6'
NOW 42.9" DBH, SCRIBE HEALED OVER, NEW YMLP ATTACHED
4' X 4' X 72" WHITE PAINTED CEDAR POST WITH YMLP 1' SOUTHWEST OF CORNER PIPE-
FOUND IN PLACE.
NEW ACCESSORIES ESTABLISHED:
NO SUITABLE BEARING TREES CLOSE BY
SET A 5/8" DIAMETER X 24" IRON ROD WITH RED PLASTIC CAP MARKED "ODF REF MON
PLS43362", 10' BELOW GROUND, BEARS N70°32'44"W 29.69' FROM CORNER.
SET A 5/8" DIAMETER X 24" IRON ROD WITH RED PLASTIC CAP MARKED "ODF REF MON
PLS43362", 13' BELOW GROUND, BEARS N76°26'43"W 33.56' FROM CORNER.
CORNER IS LOCATED ALONG THE SOUTH SIDE OF TRAVELED WAY OF SHINGLE CREEK
ROAD AT THE 1 MILE MARKER.

CENTER EAST 1/16 SECTION 21
FOUND OSBF PIPE AND CAP IN PLACE PER BCSR 3649
BEARING TREES PER BCSR 3649:
16' FIR BEARS S24°W 13.6'
NOW 18.6" SCRIBE HEALED OVER- NEW YMLP
14' FIR BEARS S77 1/2°E 37.0'-NOW MISSING
14' FIR BEARS N56 1/2°E 18.0'
NOW 20.5" DBH X 5' TALL STUMP, SCRIBE HEALED OVER
NEW ACCESSORY:
5/8" DIAMETER X 6' WHITE FIBERGLASS ROD 1' NORTHERLY

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SHEET 2 OF 2

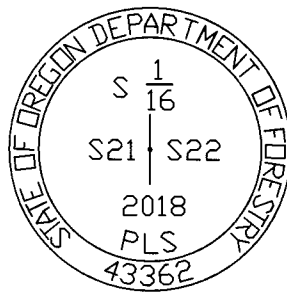
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SOUTH 1/16 SECTIONS 21 AND 22
FOUND 1 1/4" INSIDE DIAMETER X 15' LONG IRON PIPE IN PLACE PER W.C. GALLOWAY 1933 RESTORATION BEARING TREES PER BCSR 10-700008:
40' FIR BEARS S26 1/2°W 2.54 CHAINS (167.64')
NOW 63" DIAMETER X 3' TALL STUMP, SCRIBE HEALED OVER
20' FIR BEARS S71 1/2°W 2.165 CHAINS (142.89')
NOW 31" DIAMETER X 2' TALL STUMP - NO DISCERNABLE MARKINGS

BEARING TREES PER ELBERT DRIVER LS 559 1962

RESTORATION:

18' FIR BEARS N59°E 109.8 FEET

NOW MISSING

YMLP ON 6' FIR N84°W 21.8'

NOW 14" SNAG WITH ORIGINAL YMLP

RESTORATION:

REMOVED THE 1 1/4" IRON PIPE AND SET IN SAME LOCATION A 5/8" X 24" IRON ROD WITH RED PLASTIC CAP MARKED "DDF REF MON PLS 43369" 0.4' BELOW GROUND- SET 1 1/2" INSIDE DIAMETER X 36" ALUMINUM PIPE WITH 3.75" DIAMETER ALUMINUM CAP OVER TOP OF IRON ROD, PROTRUDES 0.5' ABOVE GROUND. CAP MARKED AS SHOWN. BURIED IRON PIPE ALONG NORTH SIDE OF NEW ALUMINUM PIPE.

NEW ACCESSORIES ESTABLISHED:

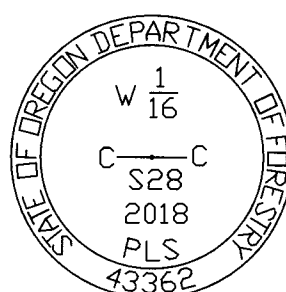
DOUGLAS-FIR 19.4' DBH, BEARS N51°E 36.2', SCRIBED "S22 S1/16 BT", YMLP ATTACHED

DOUGLAS-FIR 14.5' DBH, BEARS S78°W 21.9', SCRIBED "S21 S1/16 BT", YMLP ATTACHED.

5/8" DIAMETER X 6' LONG WHITE FIBERGLASS ROD 1' NORTHERLY OF CORNER.

CORNER LIES N41°W, 15.5' OF THE CENTER LINE OF A FOREST ROAD BEARING S53°W.

RESTORED 12/27/2018



CENTER WEST 1/16 SECTION 28
FOUND 1 1/2" INSIDE DIAMETER X 36" GALVANIZED IRON PIPE WITH OREGON BOARD OF FORESTRY BRASS CAP IN PLACE PER BCSR 3649. PIPE WAS BENT 14' DOWN DUE TO RECENT MACHINE ACTIVITY IN THE AREA.

RESTORATION:

EXCAVATED ALONG EXISTING BENT PIPE TO THE STRAIGHT PORTION AT THE BOTTOM. HELD THE BOTTOM LOCATION. SET A 5/8" X 24" IRON ROD WITH RED PLASTIC CAP MARKED "DDF REF MON PLS 43369" 0.9' BELOW GROUND- SET 1 1/2" INSIDE DIAMETER X 36" ALUMINUM PIPE WITH 3.75" DIAMETER ALUMINUM CAP OVER TOP OF IRON ROD, PROTRUDES 0.4' ABOVE GROUND. CAP MARKED AS SHOWN.

BEARING TREES PER BCSR 3649:

46' FIR BEARS S36 1/2°E 21.3'

NOW 63.1" DBH, SCRIBE HEALED OVER, ORIGINAL YMLP

IN PLACE BUT RUSTED. ADDED NEW YMLP.

36' FIR BEARS S64°W 26.3'

NOW 26.5" DIAMETER X 2' TALL STUMP, SCRIBE HEALED OVER

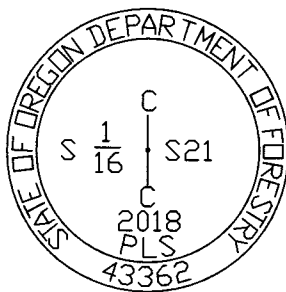
BEARING TREE UNKNOWN ORIGIN:

DOUGLAS-FIR 26.4" DBH BEARS N40°E 31.4', SCRIBE HEALED OVER, EXISTING YMLP INDICATES ESTABLISHED BY JCH/BMP 2002.

NEW ACCESSORY ESTABLISHED:

5/8" DIAMETER X 6' LONG WHITE FIBERGLASS ROD 1' NORTHERLY OF CORNER.

RESTORED 12/21/2018



CENTER SOUTH 1/16 SECTION 21
FOUND 1 1/4" INSIDE DIAMETER X 14" IRON PIPE IN PLACE PER BCSR 10-700008

BEARING TREES PER BCSR 10-700008:

26' FIR BEARS N49°E 38.6 LINKS (25.48')

NOW MISSING

17' FIR BEARS S7°20'E 37.3 LINKS (24.62')

NOW MISSING

BEARING TREES PER ELBERT DRIVER LS 559 1962

RESTORATION:

12' FIR BEARS N65°E 27.9'

NOW MISSING

BEARING TREES PER RICHARD MORRIS LS 401 1982

RESTORATION:

12' FIR BEARS S56°E 27.4'

NOW MISSING

16' FIR BEARS N68°W 44.1'

NOW 37" DIAMETER X 1' TALL STUMP, PITCH SEAM

VISIBLE IN TOP OF STUMP AT RECORD DISTANCE

RESTORATION:

REMOVED 1 1/4" IRON PIPE AND SET IN SAME LOCATION A 5/8" X 24" IRON ROD WITH RED PLASTIC CAP MARKED "DDF REF MON PLS 43369" 0.5' BELOW GROUND- SET 1 1/2" INSIDE DIAMETER X 36" ALUMINUM PIPE WITH 3.75" DIAMETER ALUMINUM CAP OVER TOP OF IRON ROD, PROTRUDES 0.25' ABOVE GROUND. CAP MARKED AS SHOWN. BURIED IRON PIPE ALONG NORTH SIDE OF NEW ALUMINUM PIPE.

NEW ACCESSORIES ESTABLISHED:

DOUGLAS-FIR 17.3" DBH, BEARS N65°E 25.4', SCRIBED "CS

1/16 S21 BT", YMLP ATTACHED

DOUGLAS-FIR 16.8" DBH BEARS S53°W 38.8', SCRIBED "CS1/16

S21 BT", YMLP ATTACHED

5/8" DIAMETER X 6' LONG WHITE FIBERGLASS ROD 1'

NORTHERLY OF CORNER.

RESTORED 12/27/2018



SOUTHEAST 1/16 SECTION 21

FOUND 1/2" X 2" X 13" WAGON TIRE IRON IN PLACE PER BCSR 10-700008

BEARING TREES PER BCSR 10-700008:

34' FIR BEARS S16°E 63.0 LINKS (41.58')

NOW 24" DIAMETER X 2' TALL ROTTED STUMP, NO

DISCERNABLE MARKINGS.

8' ALDER BEARS N65°E 5.1 LINKS (3.37')

NOW MISSING

BEARING TREES PER ELBERT DRIVER LS 559 1962

RESTORATION:

24' FIR BEARS S41°E 44.9'

NOW ROTTED STUMP RIND- NO DISCERNABLE MARKINGS

9' FIR BEARS N1°E 17.4'

NOW 30" DBH, SCRIBE HEALED OVER

RESTORATION:

REMOVED WAGON TIRE IRON AND SET IN SAME LOCATION A 5/8" X 24" IRON ROD WITH RED PLASTIC CAP MARKED "DDF REF MON PLS 43369" 0.4' BELOW GROUND- SET 1 1/2" INSIDE DIAMETER X 36" ALUMINUM PIPE WITH 3.75" DIAMETER ALUMINUM CAP OVER TOP OF IRON ROD, PROTRUDES 0.5' ABOVE GROUND. CAP MARKED AS SHOWN. BURIED WAGON TIRE IRON ALONG NORTH SIDE OF NEW ALUMINUM PIPE.

NEW ACCESSORIES ESTABLISHED:

DOUGLAS-FIR 17.8" DBH, BEARS S28°E 20.5', SCRIBED "S21

SE1/16 BT", YMLP ATTACHED

5/8" DIAMETER X 6' LONG WHITE FIBERGLASS ROD 1'

NORTHERLY OF CORNER.

SHINGLE CREEK COUNTY ROAD BEARS NORTHERLY 80', COURSE

EAST-WEST.

RESTORED 12/27/2018

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