

**LEGEND**

- Found monument as specified.
- See filed corner certification for additional information and perpetuation notes.
- Set 5/8" by 30" iron rebar with red plastic cap as per BLM Manual Section Subdivision.
- Computed Point.
- Set Brass Cap Monument Single Proportion
- Set Brass Cap Monument from 1934 ODOT tie Highway 37
- Set Brass Cap Monument from evidence specified. Brass Cap Monuments are 2 1/2" brass cap on 1 3/8" galvanized iron pipe.

David L. Haddock, Surveyor and Engineer  
 P. O. Box 1574  
 Pendleton, Oregon 97801  
 (541) 276-2174

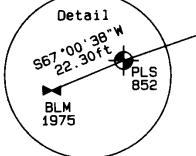
**HADDOCK SURVEYING**  
 GPS  
 AND  
 TOTAL STATION

**SURVEY FOR**  
 Mr. Harry Markgraf  
 Hcr 34 Box 585  
 Pendleton, OR 97801  
 (541) 276-3039

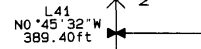
REGISTERED  
 PROFESSIONAL  
 LAND SURVEYOR  
*David L. Haddock*  
 OREGON  
 JULY 12, 1968  
 DAVID L. HADDOCK  
 552  
 RENEWS 6-30-09

Found double proportioned BLM Township Corner monument. Set new monument N67°00'38"E, 22.24' from BLM monument because BLM survey work bypassed other previous record corners found closer to point. See record surveys R8 and R9 on sheet 2. Record Corners found 2 miles north, 1 mile west, 1 mile south, and 4 miles east.  
 New corner is in much closer agreement with surveys R7, R9, and R10 referenced on Sheet 2. Survey R12 also supplies additional pertinent information for the survey of the four Sections surrounding this Township Corner.

Closing corners same as standard corners between Townships 4 and 5 North through Range 30 East.



R30E R31E



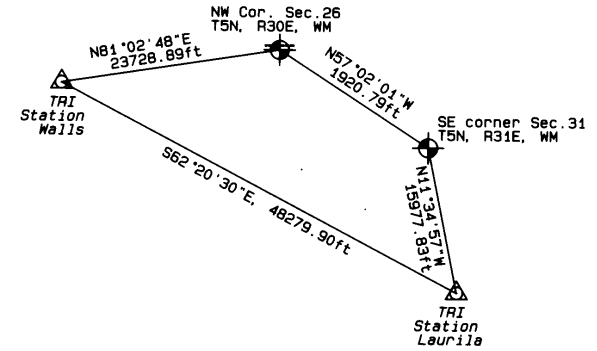
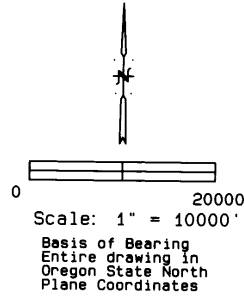
RECEIVED BY  
 Umatilla County Surveyor  
 Date 7-07  
 Rec'd By RS  
 No. 07-016-13  
07-216-B



# TOWNSHIPS 4 and 5 NORTH, RANGES 30 and 31 EAST, WM Sheet 2 of 2

## RECORD SURVEYS

GLO Surveys		
Record Surveyor	Year	Surveyed
R1	1859	Guide Meridian T4N, T5N
R2	1860	Standard Parallel T4&5N, R30E
R3	1861	Subdivision T4 & 5N, R30E
R4	1865	Standard Parallel T4&5N, R31E
R5	1866	Subdivision T4N, R31E
R6	1874	Subdivision T5N, R31E
Umatilla County Surveys		
R7	1907	T5N, R31E, Book 2, Page 62
R8	1934	ODOT Highway 37
R9	1974	T5N, R30E, I-24-B
R10	1974	T5N, R30E, I-25-B
R11	1980	BLM Guide Meridian and Standard Parallel
R12	2005	West line T4N, R31E, 05-123-B
R13	2006	T4N and T5 N, R30E, 06-263-C
R14	2007	T5N, R30E and R31E, 07-11-B



CONTROL DIAGRAM

### LINE TABLE BEARING, DISTANCE - RECORD SURVEYS BEARING, DISTANCE

#### LINE TABLE

L1	N88°29'40"E	2698.06;	R3, N89°57'E	40.20 CH,	2640.00;	R8, S89°14'E	2715.00
L2	N88°40'11"E	2714.56;	R3, N89°57'E	40.20 CH,	2653.20		
L3	N89°23'27"E	2583.39;	R3, N89°55'W	39.92 CH,	2634.72		
L4+L5	N89°23'27"E	2583.39;	R3, N89°55'W	39.92 CH,	2634.72;	R14, N89°23'27"E	2583.38
L6	N89°14'19"E	2616.24;	R6, S89°25'E	40.38 CH,	2655.08;	R14, N89°17'07"E	2622.32
L7	N89°42'26"E	2626.93;	R6, S89°25'E	40.38 CH,	2655.08		
L8	N1°09'10"E	2629.13;	R3, NORTH	40.00 CH,	2640.00;	R8, N0°20'E	2628.00
L9	N0°40'04"W	2628.00;	R3, NORTH	40.00 CH,	2640.00;	R9, N0°20'E	2628.00
L10+L11	N1°06'23"W	2651.90;	R1, NORTH	40.00 CH,	2640.00;	R9, S0°14'28"E	2650.84;
L12	N1°23'06"W	2634.10;	R6, NORTH	40.00 CH,	2640.00	R10, S0°08'E	2648.47;
L13	N1°23'06"W	2634.10;	R3, NORTH	40.00 CH,	2640.00;	R13, N0°59'41"W	2654.04;
L14	N0°40'04"W	2630.04;	R3, NORTH	40.00 CH,	2640.00	R14, N1°06'22"W	2651.90
L15	N1°06'23"W	2651.90;	R1, NORTH	40.00 CH,	2640.00;		
L16	N1°23'56"W	2634.10;	R6, NORTH	40.00 CH,	2640.00;	R8, S0°20'W	2730.00
L17	N89°38'31"E	2683.93;	R3, N89°50'W	40.12 CH,	2647.92;	R9, S0°14'28"E	2650.84;
L18+L19	N89°38'31"E	2683.92;	R3, N89°50'W	40.12 CH,	2647.92	R11, S0°08'E	2648.47;
L20	N88°47'33"E	2603.79;	R3, S89°50'W	39.64 CH,	2616.24;	R12, N0°59'41"W	2654.04;
L21	N88°47'33"E	2603.79;	R3, S89°50'W	39.64 CH,	2616.24;	R14, N1°06'22"W	2651.90
L22	N89°04'57"E	2648.66;	R6, S89°26'E	40.42 CH,	2667.72;	R8, S89°36'W	2614.90
L23	N89°04'57"E	2621.15;	R6, S89°26'E	40.42 CH,	2667.72;	R8, S89°36'W	2614.90;
L24	N0°46'12"W	2636.13;	R1, NORTH	40.00 CH,	2640.00	R14, N88°36'29"E	2643.99
L25	N0°15'12"W	2607.19;	R3, NORTH	40.00 CH,	2640.00		
L26	N1°06'23"W	2651.90;	R1, NORTH	40.00 CH,	2640.00;	R10, N0°06'20"W	2636.47;
L27	N1°21'36"W	2657.84;	R6, NORTH	40.00 CH,	2640.00	R13, N0°46'12"W	2636.47
L28	N0°46'12"W	2659.03;	R3, NORTH	40.00 CH,	2640.00;	R9, S0°14'28"E	2650.84;
L29+L30	N0°15'12"W	2607.19;	R3, NORTH	40.00 CH,	2640.00;	R11, S0°08'E	2648.47;
L31	N1°06'09"W	2660.65;	R1, NORTH	40.00 CH,	2640.00;	R13, N0°59'41"W	2654.04
L32	N1°10'58"W	2675.46;	R6, NORTH	40.00 CH,	2640.00	R10, N0°06'20"W	2636.47;
L33	N89°01'24"E	2660.37;	R2, WEST	40.00 CH,	2640.00	R11, N0°408'E	2648.47;
L34	N89°00'56"E	2660.37;	R2, WEST	40.00 CH,	2640.00;	R13, N0°459'41"W	2654.04
L35	N89°46'13"E	2642.94;	R2, WEST	40.00 CH,	2640.00;	R10, S89°56'20"W	2648.45;
L36	N89°46'13"E	2642.94;	R2, WEST	40.00 CH,	2640.00;	R10, S89°56'20"W	2648.45;
L37	S89°46'33"E	2646.15;	R4, S89°43'E	40.28 CH,	2658.48;	R9, S89°00'08"E	2643.20;
L38+L39	S89°37'24"E	2656.94;	R4, S89°43'E	40.28 CH,	2658.48;	R9, S89°00'08"E	2643.20;
L40	S89°37'24"E	46.20;	R5, EAST	0.77 CH,	2640.00;	R9, N89°01'00"W	2652.40;
L41	N0°45'32"W	389.40;	R3, NORTH	5.00 CH,	389.40;	R9, N89°01'00"W	2653.97;
L42	N0°45'32"W	2627.93;	R3, NORTH	40.00 CH,	2640.00;	R7, WEST 0.70 CH,	46.20
L43	N0°45'32"W	2286.68;	R3, NORTH	40.00 CH,	2640.00;	R13, N0°58'56"W	2648.70
L44	N0°45'32"W	2651.90;	R1, NORTH	34.10 CH,	2250.06;	R13, N0°58'56"W	2648.70
L45	N0°45'32"W	2651.89;	R1, NORTH	40.00 CH,	2640.00;	R13, N0°45'32"W	2257.30
						R5, NORTH, 40.00 CH,	2640.00;
						R5, NORTH, 34.10 CH,	2250.06;

R12, see note  
R12, see note

David L. Haddock, Surveyor and Engineer  
P.O. Box 1574  
Pendleton, Oregon 97801  
(541) 276-2174

**HADDOCK SURVEYING**  
GPS  
AND  
TOTAL STATION

SURVEY FOR  
Mr. Harry Markgraf  
Hcr 34 Box 585  
Pendleton, OR 97801  
(541) 276-3039

REGISTERED  
PROFESSIONAL  
LAND SURVEYOR  
*David L. Haddock*  
OREGON  
JULY 12, 1968  
DAVID L. HADDOCK  
RENEWS 6-30-09

## NARRATIVE

This survey was performed at the request of Mr. Harry Markgraf. The purpose of the survey was to identify lines of Mr. Markgraf's ownership in the lands described in Reel 187, Page 653. Some lines were individually posted for fence building while most were not. The location of Highway 37 was determined by surveying the pavement edges of the existing Highway and comparing the existing location with the 1934 alignment described by Phelps. The comparison was good, so Phelps alignment was used. The County Road 850 alignment shown was determined by surveying the edges of the existing pavement and drawing straight lines between the points surveyed. The lines shown in Township 4 North were not surveyed except for the Guide Meridian. There were problems with the survey of Township 4 North, Range 31 East. Survey 05-123-B explains part of the problem with an error in the Guide Meridian between Townships 4 North, Ranges 30 and 31 East. The BLM rendered an opinion which was filed with survey 05-123-B.

RECEIVED BY  
Umatilla County Surveyor  
Date 7-07  
Rec'd By DJA  
No. 07-2016 B