

OREGON STATE PARKS & RECREATION DEPARTMENT SURVEY
BANKS-VERNONIA LINEAR PARK
TREHARNE SECTION
S.W.1/4 SECTION 8, T.4N., R.4W., WM.
COLUMBIA COUNTY

LEGEND

- FOUND MONUMENT.
- SET 5/8" x 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "OREGON STATE PARKS"
- ▷ HIGHWAY CENTER LINE STATION
- (A,) RECORD INFORMATION FROM PARKS SURVEY DATED 4/19/90
- (B,) RECORD INFORMATION FROM HWY. FIELD BOOK 890 DATED 1936
- (C,) RECORD INFORMATION FROM HIGHWAY RIGHT OF WAY MAP DATED JAN. 1936
- () RECORD INFORMATION FROM OTHER SOURCE AS NOTED
- I.R. IRON ROD
- R/W RIGHT OF WAY
- ℄ CENTER LINE

SCALE: 1"=100'

SEPTEMBER 1990

BRIEF NARRATIVE

(NOTE - A MORE DETAILED NARRATIVE IS FILED ON SEPARATE PAGES)

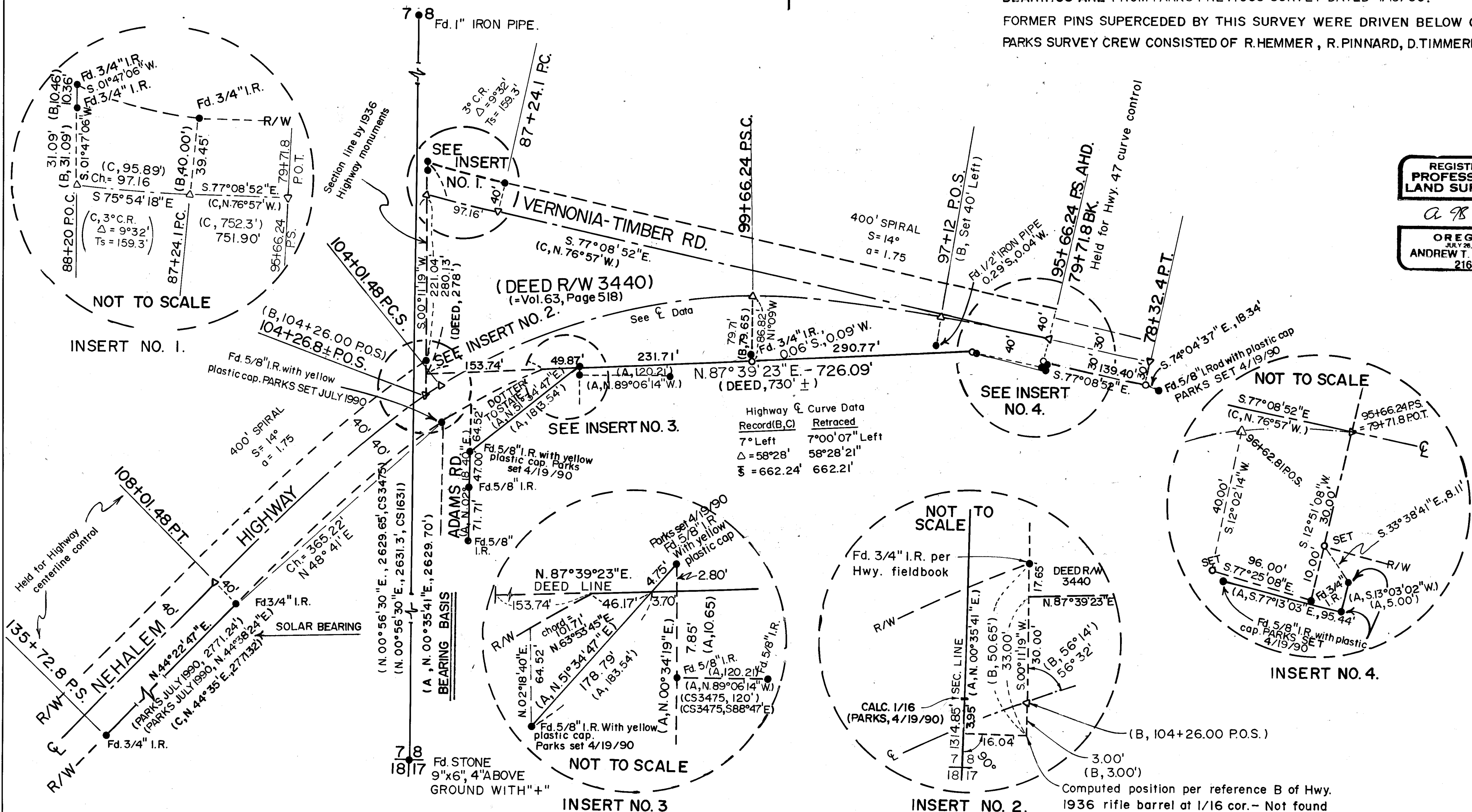
THE PURPOSE OF THIS SURVEY IS TO REVISE PARKS PREVIOUS SURVEY DATED 4/19/90.

REASON FOR REVISION IS DISCOVERY OF STATE HIGHWAY RIGHT-OF-WAY MONUMENTATION IN THIS AREA WHICH SHOWS RIGHT-OF-WAY BOUNDARY DEED INTENT. RECORDS OF THIS MONUMENTATION (IN STATE HIGHWAY FIELD BOOK No. 890 DATED 1936) WERE NOT USED FOR THE PREVIOUS PARKS SURVEY. IN THIS SURVEY WE FOUND 1936 HIGHWAY MONUMENTS REFERENCING 95+66.24 P.S.; 97+12 P.O.S.; 99+66.24 P.S.C.; 104+26.95 P.O.S.; 108+01.48 P.T.; AND VERNONIA-TIMBER ROAD AT 87+24.1 P.C. AND 88+20 P.O.C. WITH A SMALL EXCEPTION OF THE PINS ON VERNONIA-TIMBER ROAD AT 88+20 P.O.C. WHICH APPEAR TO HAVE BEEN SET AT A SLIGHT SKEW TO HIGHWAY'S SECTION LINE, ALL FOUND HIGHWAY PINS AGREE VERY CLOSELY WHEN COMPARED TO EACH OTHER, WHEN COMPARED TO THE TANGENT SOUTHWESTERLY OF 108+01.48 P.T., AND COMPARED TO HIGHWAY'S DEED (HWY. R/W NO. 3440 = VOL. 63, PG. 518). CONTROL WAS ESTABLISHED WITH A PENTAX, PX-10 D, TOTAL STATION.

BEARINGS ARE FROM PARKS PREVIOUS SURVEY DATED 4/19/90.

FORMER PINS SUPERCEDED BY THIS SURVEY WERE DRIVEN BELOW GROUND SURFACE.

PARKS SURVEY CREW CONSISTED OF R. HEMMER, R. PINNARD, D. TIMMERMAN.



REGISTERED
PROFESSIONAL
LAND SURVEYOR

A B

OREGON
JULY 26, 1985
ANDREW T. BLACHLY
2168

OREGON STATE PARKS
525 TRADE ST. S.E.
SALEM, OR. 97310

COUNTY SURVEYOR
RECEIVED 11-6-90
FILED 11-26-90 GD
CS# 3693

OREGON STATE PARKS & RECREATION SURVEY
525 Trade St. SE, Salem, Oregon
September, 1990

in
S.W. 1/4 Section 8, T.4 N., R.4 W., W.M.
Columbia County, Oregon

ADDITIONAL NARRATIVE
TO ACCOMPANY SURVEY MAP DATED SEPTEMBER, 1990
Banks-Vernonia Linear Park, Treharne Vicinity

CURVES

1) Seven Degree Curve Left - Highway 47

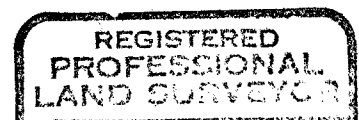
To retrace the 7-degree spiraled Highway 47 centerline curve, we held the bearing of the tangent per monuments to the southwest as found in our July 1990 survey. By reducing the semitangent distance to 662.21 feet instead of the record 662.24 feet, equal semitangents were achieved from the 40-foot left monuments at P.C. and P.T. This changed the record curve delta angle by 21 seconds.

As this retracement method fit record data and monumentation of this curve very well, it was used to recreate the curve Point of Intersection. Record spirals were held, with degree of curve and LMC changing slightly from record, as shown below:

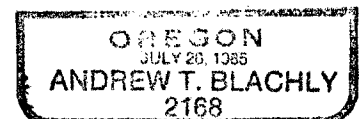
CURVE DATA

	<u>RECORD</u>	<u>RETRACED</u>
Degree	7° Left	7°00'07" Left
Delta	58°28'	58°28'21"
Semitangent	662.24'	662.21'
LMC	(by stations=435.24')	435.20'
Spiral		
Length	400'	400'
S angle	14°	14°
a	1.75	1.75

The position of found left side monuments at 97 + 12 P.O.S. and at 99 + 66.24 P.S.C. fit reasonably well to this retraced centerline.



A-12



2) Vernonia - Timber Road

The tangent bearing as established above was projected to 87 + 24.1 PC. at right angles to the found pin at nominal 40 feet right. However, since the 30- and 40- foot right monuments at 88+20 P.O.C. were apparently not set on a true radial line to centerline, the centerline point at 88+20 was reestablished by projecting through the two pins back toward centerline the record field book distance.

SECTION LINE AND S 1/16 PER 1936 HIGHWAY SURVEY

The 1936 Highway map (Reference C) shows the South Sixteenth corner between Sections 7 and 8 as found, and the 1936 field book (Reference B) describes it as a rifle barrel. The 1936 map shows a traverse to a found stone at the corner to Sections 7, 8, 17 and 18, and although the 1936 fieldbook does not include the notes for this, the 1936 deed ties to it.

The found monumentation of the 1936 map, notes and deed all agreed closely, and were used to retrace Highway's Deed (Hwy File #3440, Columbia County Deed Book 63, Page 518), in spite of the apparent discrepancy in section corner position.

The November 1936 deed followed the January 1936 map and the September 1936 monumentation, so the monumentation was held as deed intent.

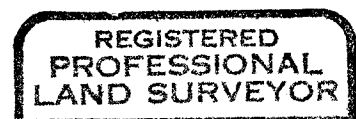
SECTION CORNER POSITION DISCREPANCY

Both monumentation and position of the presently accepted corner to Sections 7, 8, 17 and 18 disagree with several records.

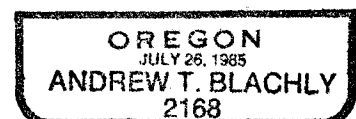
1. Section Corner Monumentation

The position of the corner was perpetrated by Meserve, County Surveyor, in 1895. He found a post with 1 standing and 2 down witness trees, and set a sandstone over a glass bottle, with 2 buried sandstone witness monuments.

This DISAGREES with the present monumentation, since the currently used stone has no glass below it, is closer in size to the witness



A 12

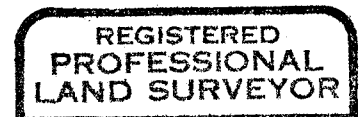


stones, is at a fairly new anchor post, and has no witness stones. It does not seem likely that both subsurface witness stones would be lost at the same time as very deep glass, while the protruding corner stone would be preserved in place.

2. Section Corner Position

Projecting found Highway monumentation southerly by deed call to the computed position of the 1936 stone as tied by State Highway, yields a section corner stone position (in 1936) which falls 3 feet South and 25 feet East of the currently accepted section corner. Highway apparently did not tie to the quarter corner between Sections 7 and 8 in their survey.

Using record railroad map and deed ties from our retraced position of the 1927 S.P.&S. centerline to the North and West of the section corner yields another section corner position 5 feet South and 12 feet East of the currently accepted section corner. In addition, the 1927 railroad total distance from section corner to the quarter corner of Section 7 and 8 is 2633.2, which would agree with a position 4 feet further South than the current position.



AS

