



BASIS OF BEARING

The forward bearing as published by the U.S.C. and G.S. from Δ College to Δ Valley, dated 1946.

REFERENCE MATERIAL

- Oregon State Highway maps- IV-16-2, 2B-17-10, 8B-24-9
- Remuneration sheet 97-85R
- Plat of Wood Villa Tracts
- Survey Number 62-74
- Survey Number 25-80
- Survey Number 24-81
- Deed References:
 Volume 115 Page 79
 Volume 142 Page 572
 Volume 146 Page 94
 Volume 149 Page 95
 Volume 152 Page 85
 Volume 152 Page 376
 Microfilm Number 107860
 Microfilm Number 107861
 Judgement Roll Number 23428

NARRATIVE

This survey was done at the request of Steve Gustafson, representing Gilmore Logging. This parcel is bounded on the North and West by Highway 82 and by the railroad right of way on the South. The relocated centerline of Highway 82 was located by establishing the P.T. equation of the Easterly curve at centerline station 127+65.48 as per the plat of Wood Villa Tracts. I then project the centerline bearing of S 58°41'01" W, the record semi-tangent distance to establish the P.I. of the most Easterly curve. I then located the centerline tangent of the Westerly curve from the right of way monuments found at stations 114+00 and the P.C. at station 118+43.79 and then projecting the centerline bearing of N 0°01'22" W, the record semi-tangent distance from the P.C. to establish the P.I. of this curve. I then drive a line between the two P.I.s to establish the tangent along the North line of the parcel. I then established the P.T. at station 121+46.86 and the P.C. at station 125+04.18 by coming along the tangent the record semi-tangent distance. The State Highway monuments found at the most Westerly curve substantiate this method of location. The right of way line East of station 121+46.86 is based on the original centerline (prior to relocation). I locate this centerline by

holding a common tangent with the relocated centerline Northeastly from station 121+46.86. I extend the tangent to the P.C. at station 125+23.4 and establish the curve using record data. By using this method, the Northeastly corner of this parcel fits the railroad right of way extremely well. The North line of the railroad right of way was located by projecting a bearing of S 58°41'01" W from the previously established Northeast corner to its intersection with the East right of way line of Highway 82. This bearing (S 58°41'01" W) is parallel with the North right of way line of Highway 82 at Wood Villa Tracts, and fits the railroad location as established by locating the centerline of the railroad track at various points along the property. The road easement across the Easterly portion of this parcel was located by coming along the centerline of the railroad record distance from its intersection with the North-South centerline of Section 34, as per deed volume 152 page 85. This position fits the existing roadway. I did not set the Southwest corner of this parcel, as it falls in the Grande Ronde River. I did set reference pins along the South and West lines as shown. I find no other unusual conditions with this survey.

LEGEND

- Found 5/8" iron pin with aluminum cap set by State Highway Dept.
- ▲ Found 5/8" iron pin with plastic cap set by survey number 25-80
- Found monument as described
- Set 5/8" x 30" iron pin with plastic cap marked BGA SURVEY MARKER
- Centerline highway 82 (original)
- Centerline highway 82 (relocated)
- Centerline of Section 34
- Centerline of railroad right of way
- () Record bearing and distance

REGISTERED PROFESSIONAL LAND SURVEYOR

Rick G. Robinson

OREGON JULY 17, 1983 RICK G. ROBINSON 2219

UNION COUNTY SURVEYOR

Date Received 3-9-87

Date Filed 3-10-87

By G. LANGLITZ, DEPUTY

File No. 6-87

BAGETT - GRIFFITH & ASSOCIATES La Grande, Oregon

Parcel in the North half of the Southeast quarter of Section 34, Township 2 South, Range 38 East of the Willamette Meridian

UNION COUNTY, OREGON Gilmore Logging

SURVEYED FOR R.G.R. 3-87

Scale: 1" = 60' Drawn by: R.G.R. 3-87