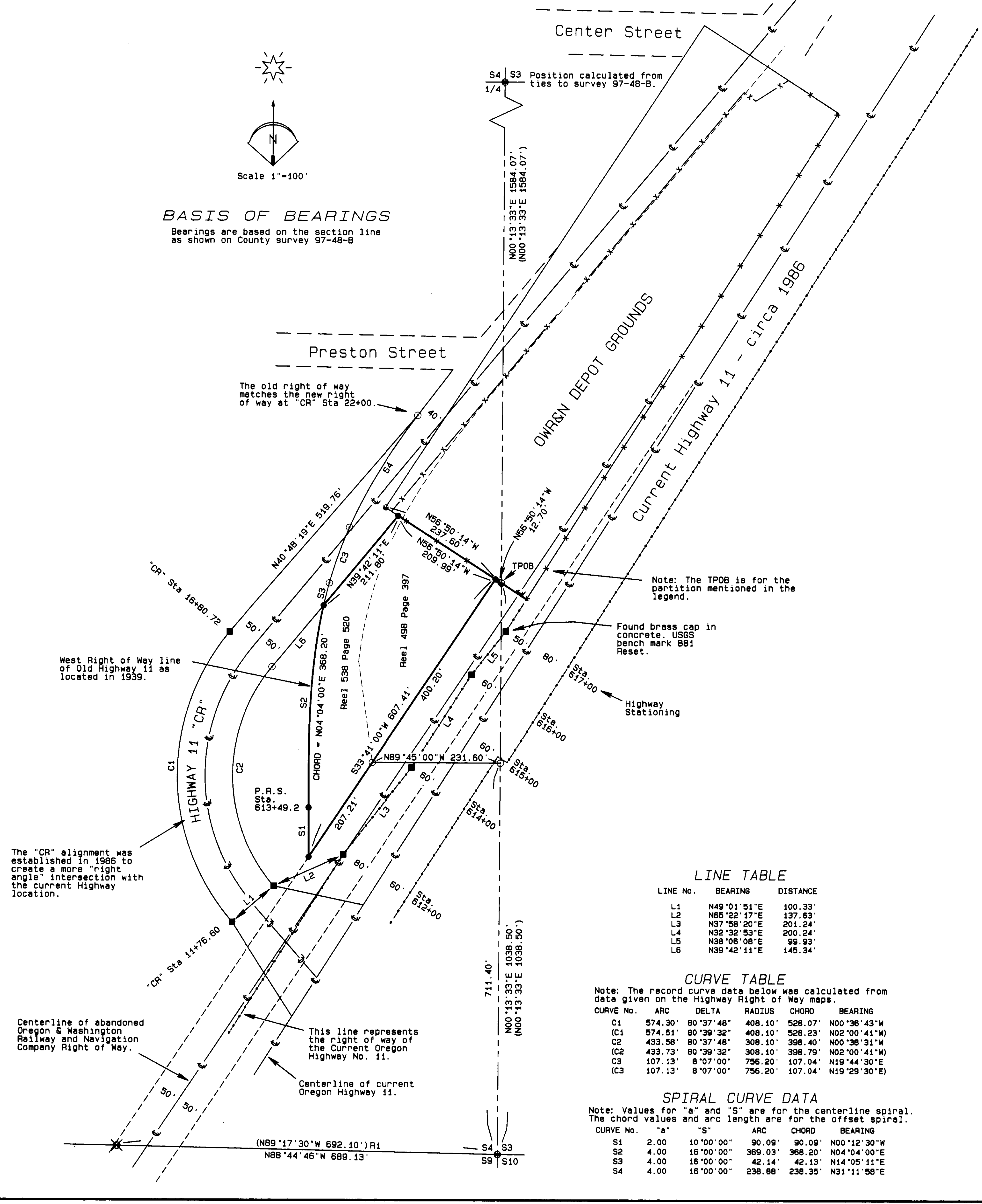


BASIS OF BEARINGS

Bearings are based on the section line as shown on County survey 97-48-B



NARRATIVE OF SURVEY

This survey was performed at the request of Mr. Eric Sederburg. The purpose of the survey was to locate the boundaries of those properties identified in the deed documents recorded as instrument numbers 2006-4980397 and 2008-5380520 of the Umatilla County Deed Records. The southeasterly and northeasterly boundaries of this property are the OWR&N Railroad Right of Way and Depot Grounds respectively. These boundaries were established in March of 1891 by the document recorded in Deed Book 128, Page 250. In 1939, the State of Oregon changed the route of Highway 11. The lands described in Reel 538, Page 520 were acquired by the State from L.L. Rogers and F.W. Carothers for the 1939 Right of Way. The lands described in Reel 498, Page 397 are the remainder portion of the Rogers land lying between the 1939 Right of Way and the Railroad lands. Mr. Sederburg acquired the remainder Rogers land in 2006 and a portion of the abandoned 1939 Highway Right of Way in 2008. This survey is concerned primarily with locating the Railroad Right of Way and southerly Depot line and the westerly line of the 1939 Highway Right of Way between the 1986 "CR" alignment and the railroad.

The description for the Depot grounds begins at a point on the section line. After describing the point of beginning, the description runs to the southwesterly corner of the Depot grounds. This southwesterly corner is described as being both 250.3 feet from the point of beginning and also as being 314.8 feet from the center of the main line of the railroad. When the State located the Depot grounds in their right of way acquisition survey, they held the distance away from the main track instead of the distance from the section line. This resulted in their location of the Depot grounds being approximately 15 feet farther west than where the Railroad located it. This can be seen by comparing the ODOT Right of Way map 58-23-10 with the Railroad Right of Way map. This shift also resulted in a description of the 1939 Highway Right of Way over the Depot grounds that has two possible locations that are roughly 15 feet apart. The first possibility is to locate the easement description using only the boundaries of the Depot grounds as described by the State. The second method is to locate the centerline of the 1939 alignment and hold a distance of 40 feet from that centerline. I have held the centerline location because the State's location of the Depot boundary does not agree with the original Railroad Right of Way map. The Depot grounds themselves were located under survey 97-48-B. I found the monuments from that survey and held them to represent the Depot boundary.

The railroad tracks were taken up long ago and much of the road bed has been obliterated. However, there is still a section of the old railroad bed visible to the south of the "CR" highway alignment. Survey Q-528-C, done in 1957, reported a location for the right of way and set a monument under the westerly right of way fence. That monument appears to have been disturbed so I have held the deed calls from the deeds in Book 130, Pages 632 and 638 to control the location of the Railroad Right of Way.

I was unable to find any monumentation for the 1939 highway alignment. The actual road surface has been removed and the road bed has been farmed and planted to grass. To locate this line I calculated the alignment using the record geometry from ODOT map 58-23-10 and calculated the location for the point of reverse spiral at station 613+49.2 from the deed calls in Book 130, Page 632. Given the absence of a second tie to a section corner or other monument on the 1939 ODOT map, I determined the bearing of the alignment by intersecting the westerly line of the 1939 alignment with the westerly line of the "CR" alignment from 1986. The "CR" alignment was monumented and ODOT map 98-25-9 shows the two westerly lines coming to an intersect at "CR" Station 22+00. It should be noted that ODOT map 98-25-9 shows the location of the paving of the 1939 highway being offset approximately 10 to the west from the current "CR" centerline at Preston Street. That information is important when locating the Highway easement across the Depot Grounds as the 1939 Right of Way was 40 feet easterly of and parallel with the 1939 centerline location.

This survey was performed with a Trimble R7/R8 RTK GPS system in Real Time Kinematic mode.

Note: The TPOB is for the partition mentioned in the legend.

Found brass cap in concrete. USGS bench mark B81 Reset.

LINE TABLE

LINE No.	BEARING	DISTANCE
L1	N49°01'51"E	100.33'
L2	N65°22'17"E	137.63'
L3	N37°58'20"E	201.24'
L4	N32°32'53"E	200.24'
L5	N38°06'08"E	99.93'
L6	N39°42'11"E	145.34'

CURVE TABLE

Note: The record curve data below was calculated from data given on the Highway Right of Way maps.

CURVE No.	ARC	DELTA	RADIUS	CHORD	BEARING
C1	574.30'	80°37'48"	408.10'	528.07'	N00°36'43"W
(C1)	574.51'	80°39'32"	408.10'	528.23'	N02°00'41"W
C2	433.58'	80°37'48"	308.10'	398.40'	N00°38'31"W
(C2)	433.73'	80°39'32"	308.10'	398.79'	N02°00'41"W
C3	107.13'	8°07'00"	756.20'	107.04'	N19°44'30"E
(C3)	107.13'	8°07'00"	756.20'	107.04'	N19°29'30"E

SPIRAL CURVE DATA

Note: Values for "a" and "S" are for the centerline spiral. The chord values and arc length are for the offset spiral.

CURVE No.	"a"	"S"	ARC	CHORD	BEARING
S1	2.00	10°00'00"	90.09'	90.09'	N00°12'30"W
S2	4.00	16°00'00"	369.03'	368.20'	N04°04'00"E
S3	4.00	16°00'00"	42.14'	42.13'	N14°05'11"E
S4	4.00	16°00'00"	238.88'	238.35'	N31°11'58"E

LEGEND

- RECORD SECTION CORNER MONUMENT AS PER SURVEY 97-48-B
- SET A 5/8" x 24" IRON REBAR W/ A 1/8" ORANGE PLASTIC CAP STAMPED WTS AND 56295LS
- FOUND 5/8" IRON PIN WITH 1/2" AL CAP SET BY THE STATE OF OREGON EXCEPT AS NOTED
- FOUND A 5/8" x 24" IRON REBAR W/ A 1/8" ORANGE PLASTIC CAP SET BY ME FOR A PARTITION THAT IS NOW BEING FILED
- ⊗ FOUND A BENT 1/2" IRON REBAR FROM SURVEY Q-528-C
- COMPUTED POINT
- R1 COUNTY SURVEY Q-528-C
- R2 COUNTY SURVEY 97-48-B
- R3 ODOT R/W MAP No. 58-23-10
- R4 ODOT R/W MAP No. 98-25-9
- R5 ODOT R/W MAP No. 8C-28-6

RECEIVED BY
Umatilla County Surveyor
Date: 3/8/2012
Rec'd by: [Signature]
No.: 12-020-C

REGISTERED PROFESSIONAL LAND SURVEYOR
STEPHEN K. HADDOCK
JULY 9, 2001
56295LS
RENEWS 6-30-13

SURVEY FOR
Mr. Eric Sederburg
P.O. Box 72
Adams, OR 97810
LOCATION: W1/2SW1/4, S3 and E1/2SE1/4, S4, T3N, R34E, W.M., Umatilla County, Oregon

PROJECT DATE: February, 2011
Project No. 2011-05 SCALE: 1" = 100'
WITNESS TREE SURVEYING
Stephen K. Haddock, PLS
P.O. Box 6
Pilot Rock, Oregon 97868
(541) 443-2922