T1N, R32E, SW1/4, S34, W.M. UMATILLA COUNTY, OREGON BOUNDARY ADJUSTMENT 9 10 SET IN SURVEY 16 15 96-167-B SCALE 1"=600' ADJUSTMENT DETAIL SOUTHWEST QUARTER SECTION 34 County Road 1383 (Mill Road) (WEST 40.15 CH) (1) (WEST 40.15 CH) (1) N89 10 42 W 2649.36 SCALE \$89 *49 *28 "W 10556 . 80 ' 1"=300 S89 *50 16 W 2659.95 (WEST 160 CH) (1) CW1/16 Old Oregon Highway 395 (Pendleton-John Day Highway) County Road 1382 (Heartbreak Rd.) County Road 1376 (White Eagle Rd.) STATION 554+96 Intersection of Railroad and White Eagle road falls 10.46' south of section line \$78 *52 '35 "E 65.24" Spinning Property CS1/16 \$89 *43 '35 "E 583 . 70 ' AREA SUMMARY Weinke SPINNING PROPERTY Property **PROPERTY** ADJUSTED AREA 14.47 ACRES ORIGINAL AREA ADJUSTED AREA 6.08 ACRES 113.95 ACRES 20.73 ACRES 99.48 ACRES N89 *40 '43 "W CW1/16 N89 *40 '43 "W 1323.10" N89 *40 ' 43 " W 2663.62 Spinning Property The Spinning property was not entirely surveyed. The area shown was taken from the assessors map County Road 1064 (Rockwell Rd) New Line and reduced by the amount of the exchanged area L = 157.78LC = S31*31'32"W35 157.76 R = 3108.15DELTA = 2.54.30" **S89 ***43 ',35 "E \$89 *43 '35 "E 1322 .35 ' \$59 *28 * 45 * E--_N00 *10 '27 "E 335.71 ' SW1/16 1322,35' 45. T1N R32E S1/16 1/4 34 T1S R32E 1/4 S3 LEGEND W1/16**S34** FOUND 1 1/2" IRON SHAFT FROM SURVEY I-42-B (2) (WEST) (18.00 CH) FOUND 2 1/2" BRASS CAP FROM RECORD SURVEY (7) (WEST 18.00 CH) (2) N89 18 27 W N89 *43 ' 14 "W N89 *50 : 22 " W N89 *50 ' 35 " W UNLESS OTHERWISE NOTED T1N R32E 33 34 1321.60 1187.71' 1/4 34 1451.65 1215.73 34 35 T1N R32E 1/4 S3 T1S R32E 3 (WEST 22.00 CH) (2)/// (WEST 22.00 CH) (2) T1S R32E ⊗ COMPUTED POINT N89 *43 ' 14 " W SET 5/8"x24" REBAR WITH 1 1/8" RED PLASTIC CAP STAMPED ORLS 852 AND WALS 13922 133.88 Record measurement from section corner to 1/4 S3.

SET RAILHOAD SPIKE

SEE CORNER CERTIFICATE
FOR ACCESSORIES

SET 1 1/4"X28" AXLE FOR CORNER

SET 2 1/2" BRASS CAP ON 1"x30" GALVANIZED IRON PIPE

NARRATIVE OF SURVEY

This survey was performed at the request of Mr. Mike Weinke. The purpose of the survey was to monument the agreed upon boundary line as shown on this map. Control for this survey was established as following: The corners along the Baseline were monumented with brass caps from the Umatilla County 1997 public land corner remonumentation survey.

A 1 1/2 inch iron pin in the east ditch of County Road 1069 monuments the NE corner of Section 34. This monument was set in C.S. I-42-B and was supposed to be a 1" x 36" iron pin. The 1 1/2" shaft matches the call for "in the east ditch" and the distance of the cast dist ditch" and the distances given to references and the irrigation ditch shown in that survey.

The 1/4 corner to sections 27 and 34 was replaced at record distance along the line from the intersection of the centerline of county road 1376 and the Reith to Pilot Rock line of the O.W.R.N. Co. Railroad to the 1 1/2" shaft at the NE corner of section 34 as shown on the right of way map of that branch line dated June 30, 1916. The railroad map was accepted as a reliable record because distances shown to corners along the Baseline on the railroad map were very close to distances found on the ground.

The west 1/4 corner and the NW corner of section 34 were replaced by

The west 1/4 corner and the NW corner of section 34 were replaced by proportionate measurement between the corners as shown on this map. The intersection of County roads 1382 and 1383 was accepted as the SE corner of section 30 as called for in the survey of county road 1382.

The location of the east 1/4 corner of section 34 was established by proportionate measurement. This is in agreement with Partition Plat No. 1996-04. The corner point falls near the center of County road No. 1064 and agrees with the call to a ravine to the west from the survey of that road.

The centerline of the existing track was determined by survey and used to identify the location of the railroad right of way.

The centerline of the existing pavement was determined by survey and used identify the location of the right of way for Old highway 395. Highway curve data and stationing information was obtained from the "as built" drawing of the old highway on file with the Umatilla County road department.

Deed records used for this survey are Book 255, Page 262: Reel 308, Page 1454; and an unrecorded probate file dated July 19, 1984 from the Umatilla County Tax Assessors office.

County Tax Assessors office. Survey records used for this survey are listed in the legend on this map. This survey was performed by a two man crew using two Wild System 200 GPS

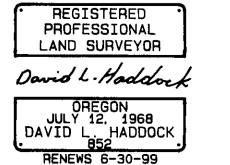
REFERENCE SURVEYS

REFERENCE No. DATE 9-21-1864 (1) Daniel Chaplin Contract No. 107 (2) David P. Thompson Contract No. 106 8-16-1864 (3) Wayne O. Harris Q-59-B 8-29-1957 Donald L. Staebler I-42-B 10-01-1973 David H. Krumbein 96-80-B 02-05-1996 William R. Wells 96-167-B 8-12-1996 David L. Haddock 1997 Public Remonumentation Survey June 1997. Pendleton-John Day "as built" highway map O.W.A.N. Reith to Pilot Rock Branch Right of Way and Track map. June 30, 1916.

County Road Notes for Roads, 1064, 1069, 1076, 1382, and 1383.

SURVEYORS CERTIFICATE

I, David L. Haddock, hereby certify that this map is an accurate representation of a survey made under my direct supervision in accordance with ORS Chapter 92 as revised.



Umatilla County Surveyor Rec'd by No. 97-145-6

RECEIVED BY

SURVEY FOR . Mike Weinke Rt. 3, Box 280 Pendleton, Or. 97801

S34

1/16 corner position was calculated at midpoint of easting coordinates

the SW corner and South 1/4 corner of section 34 and on the Baseline.

Monuments set: July 22, 1997

BASIS OF BEARINGS

As per record survey (7)

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

GPS ELECTRONIC TOTAL STATION