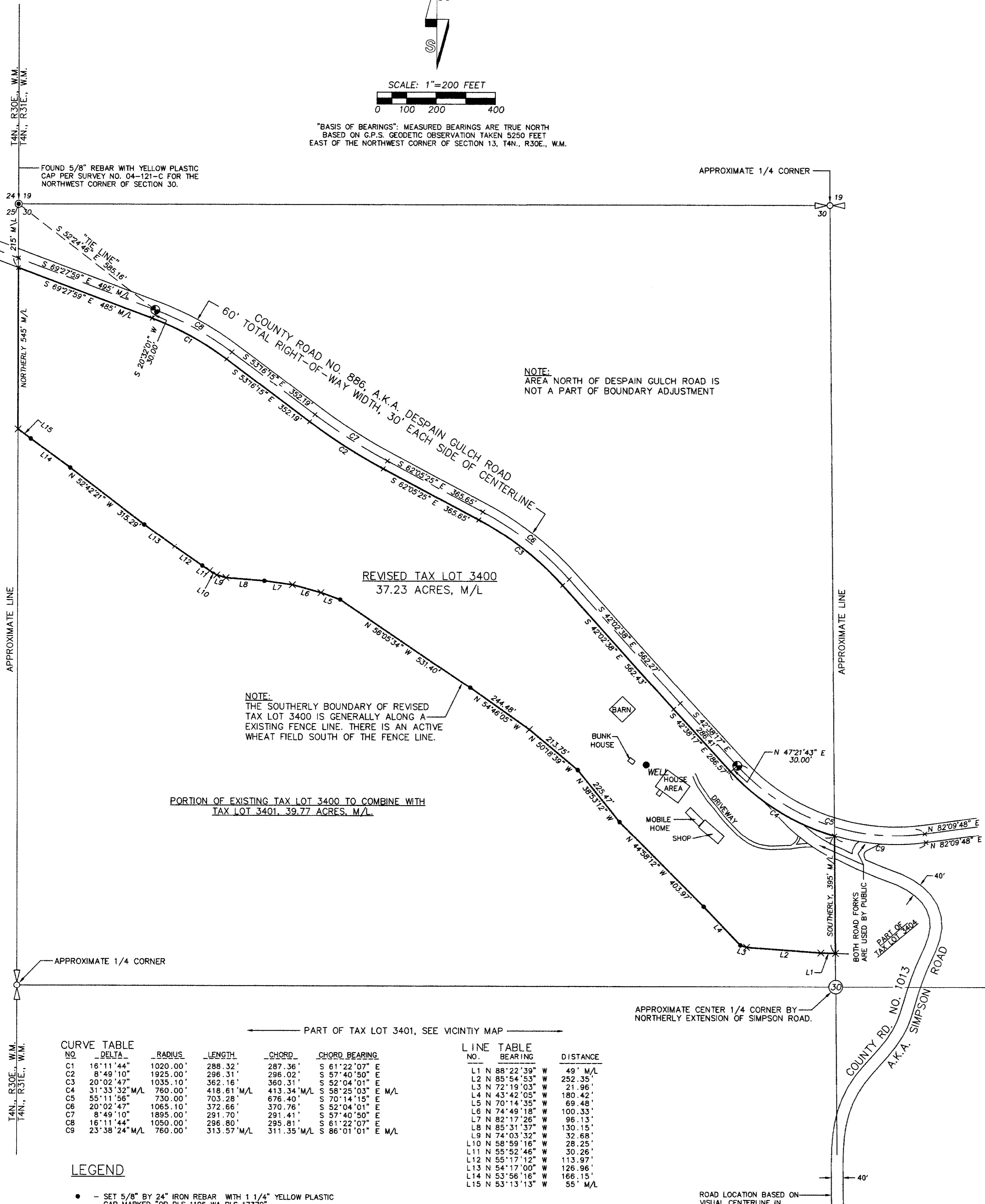


RECORD OF SURVEY



SCALE: 1"=200 FEET
0 100 200 400

"BASIS OF BEARINGS". MEASURED BEARINGS ARE TRUE NORTH
BASED ON G.P.S. GEODETIC OBSERVATION TAKEN 5250 FEET
EAST OF THE NORTHWEST CORNER OF SECTION 13, T4N., R30E., W.M.



NOTE:
AREA NORTH OF DESPAIN GULCH ROAD IS
NOT A PART OF BOUNDARY ADJUSTMENT

NOTE:
THE SOUTHERLY BOUNDARY OF REVISED
TAX LOT 3400 IS GENERALLY ALONG AN
EXISTING FENCE LINE. THERE IS AN ACTIVE
WHEAT FIELD SOUTH OF THE FENCE LINE.

PORTION OF EXISTING TAX LOT 3400 TO COMBINE WITH
TAX LOT 3401. 39.77 ACRES, M/L

CURVE TABLE

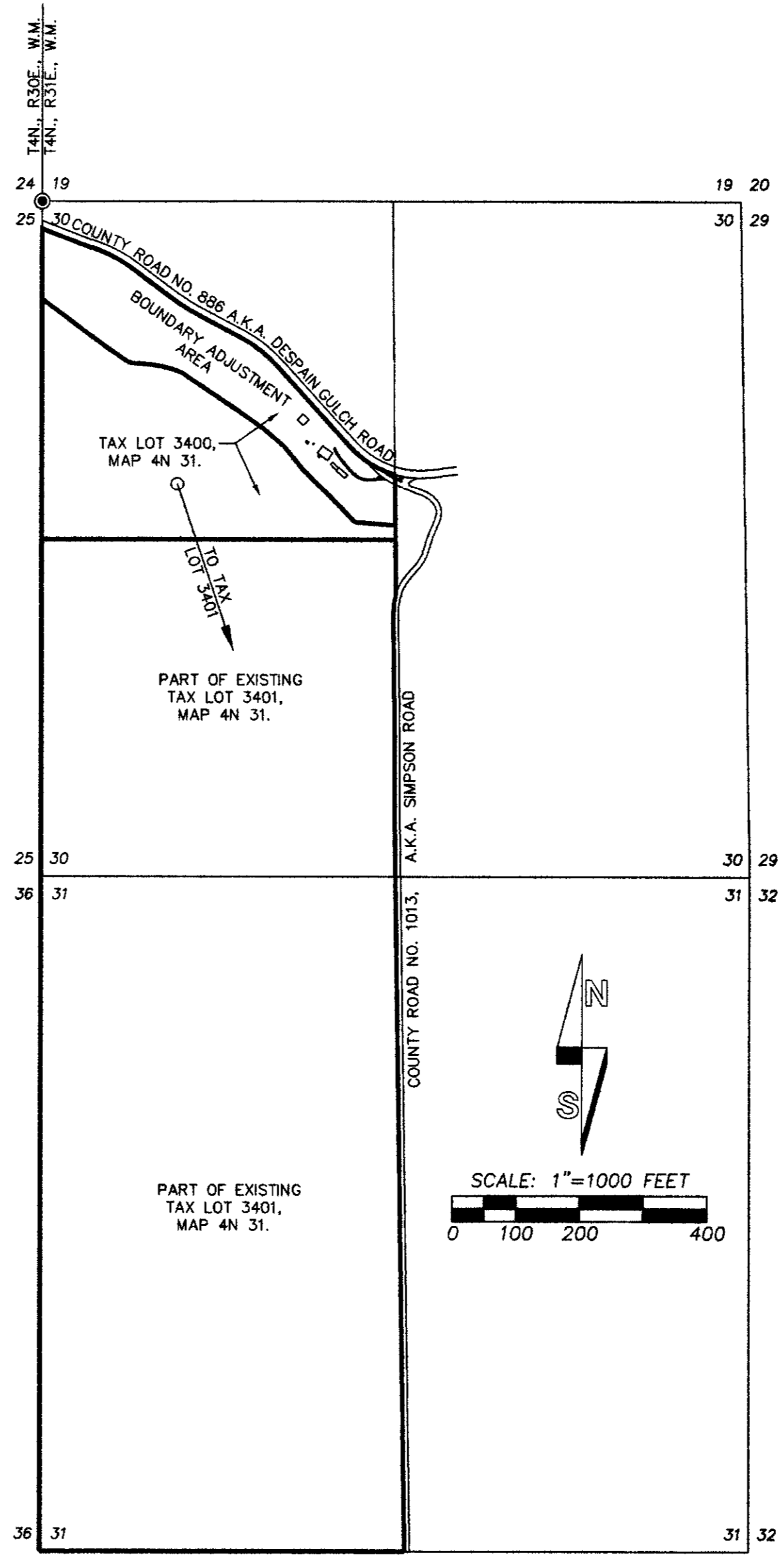
NO.	DELTA	RADIUS	LENGTH	CHORD	CHORD BEARING
C1	16°11'44"	1020.00'	288.32'	287.36'	S 61°22'07" E
C2	8°49'10"	1925.00'	296.31'	296.02'	S 57°40'50" E
C3	20°02'47"	1035.10'	362.16'	360.31'	S 52°04'01" E
C4	31°33'32" M/L	760.00'	418.61' M/L	413.34' M/L	S 58°25'03" E M/L
C5	55°11'56"	730.00'	703.28'	676.40'	S 70°14'15" E
C6	20°02'47"	1065.10'	372.66'	370.76'	S 52°04'01" E
C7	8°49'10"	1835.00'	291.70'	291.41'	S 57°40'50" E
C8	16°11'44"	1050.00'	296.80'	295.81'	S 61°22'07" E
C9	23°38'24" M/L	760.00'	313.57' M/L	311.35' M/L	S 86°01'01" E M/L

L LINE TABLE

NO.	BEARING	DISTANCE
L1	N 88°22'39" W	49' M/L
L2	N 85°54'53" W	252.35'
L3	N 72°19'03" W	21.96'
L4	N 43°42'05" W	180.42'
L5	N 70°14'35" W	69.48'
L6	N 74°49'18" W	100.33'
L7	N 82°17'26" W	96.13'
L8	N 85°31'37" W	130.15'
L9	N 74°03'32" W	32.68'
L10	N 58°59'16" W	28.25'
L11	N 55°52'46" W	30.26'
L12	N 55°17'12" W	113.97'
L13	N 54°17'00" W	126.96'
L14	N 53°56'16" W	166.15'
L15	N 53°13'13" W	55' M/L

- LEGEND**
- - SET 5/8" BY 24" IRON REBAR WITH 1 1/4" YELLOW PLASTIC CAP MARKED "OR PLS 1106 WA PLS 17372"
 - ⊙ - FOUND MONUMENT AS NOTED.
 - ⊕ - SET RAILROAD SPIKE STAMPED "PLS 1106", FLUSH WITH PAVEMENT.
 - XX - CALCULATED POINT ONLY, NOT SET OR FOUND.

ROAD LOCATION BASED ON VISUAL CENTERLINE IN JUNE 2005.



VICINITY MAP

AREA SUMMARY:

EXISTING AREA OF TAX LOT 3400 = 77.00 ACRES, M/L
REVISED AREA OF TAX LOT 3400 = 37.23 ACRES, M/L
EXISTING AREA OF TAX LOT 3401 = 477.71 ACRES, M/L
REVISED AREA OF TAX LOT 3401 = 517.48 ACRES, M/L
TAX LOT NUMBERS AND EXISTING AREAS ARE FROM
UMATILLA COUNTY ASSESSOR TAX MAP NO. 4N 31.

NARRATIVE:

THIS BOUNDARY ADJUSTMENT SURVEY WAS PERFORMED AT THE REQUEST OF SHELLY CAREY TO LOCATE A PORTION OF TAX LOT 3400, IN THE NORTHWEST QUARTER OF SECTION 30. THE SURVEYED PORTION CONTAINS BUILDINGS AND PASTURE AREA WHICH ARE TO BE SEGREGATED FROM THE REMAINDER OF TAX LOT 3400 BY BOUNDARY ADJUSTMENT. THE FARMED PORTION OF TAX LOT 3400, SOUTH OF THE SURVEYED AREA, IS TO BE COMBINED WITH TAX LOT 3401, BY BOUNDARY ADJUSTMENT.

THE NORTH BOUNDARY OF THE SURVEYED PROPERTY IS THE SOUTH RIGHT-OF-WAY LINE OF COUNTY ROAD NO. 886. THE WEST BOUNDARY IS THE WEST LINE OF THE NORTHWEST QUARTER OF SECTION 30. THE EAST BOUNDARY IS THE EAST LINE OF THE NORTHWEST QUARTER OF SECTION 30. THE SOUTHERLY BOUNDARY WAS ESTABLISHED ALONG AN EXISTING FENCE LINE SEPARATING THE PASTURE GROUND FROM THE FARM GROUND.

THE SOUTH RIGHT-OF-WAY OF COUNTY ROAD NO. 886 WAS LOCATED BY TYING THE VISUAL CENTER LINE OF THE ROAD, CALCULATING THE GEOMETRY OF THE CENTER LINE ALIGNMENT AND THEN OFFSETTING 30 FEET SOUTH TO DETERMINE THE SOUTH RIGHT-OF-WAY LINE. WE TIED INTO THE CENTER LINE ALIGNMENT OF COUNTY ROAD NO. 886, AS CREATED ON LEGALIZATION SURVEY RECORDED AS SURVEY NO. 04-121-C, IN DETERMINING THE CENTERLINE OF THE ROAD EAST FROM THE WEST LINE OF SECTION 30. THE WEST LINE OF SECTION 30 WAS NOT DETERMINED BY SURVEY, AND ITS LOCATION IS APPROXIMATELY SHOWN. THE NORTH-SOUTH CENTERLINE OF SECTION 30 WAS NOT DETERMINED BY SURVEY. THE LOCATION OF THE NORTH-SOUTH CENTERLINE IS APPROXIMATELY SHOWN ON THE NORTHERLY PROJECTION OF THE VISUAL CENTERLINE OF COUNTY ROAD NO. 1013. COUNTY ROAD NOTES FOR COUNTY ROAD NO. 1013 INDICATE ITS LOCATION IS ALONG THE NORTH-SOUTH CENTER LINES OF SECTIONS 31 AND 30. THE ACCOMPANYING LAND DESCRIPTION IS WRITTEN WITH "MORE OR LESS" CALLS TO THE EAST AND WEST LINES OF THE NORTHWEST QUARTER OF SECTION 30.

THERE IS AN EXCESS OF APPROXIMATELY 150 FEET IN EAST-WEST DIMENSION IN THE NORTHWEST QUARTER OF SECTION 30, WHEN COMPARED TO DIMENSIONS OF THE ORIGINAL SURVEY. THE EXCESS EXISTS BECAUSE WILLIAM ODELL, THE ORIGINAL GOVERNMENT SURVEYOR IN 1861, DID NOT "CLOSE" HIS SURVEY TO THE WEST LINE OF THE TOWNSHIP. DISCREPANCIES OF THIS NATURE ARE COMMON WITH ODELL'S SURVEYS. THE EXISTING EXCESS AREA IS INCLUDED IN THE AREA CALCULATION FOR THE SURVEYED TRACT.

COUNTY ROAD NO. 1013 BRANCHES INTO TWO FORKS AS IT CONNECTS TO COUNTY ROAD NO. 886. THE AREA OF THE WESTERLY FORK OF THE ROAD, WITHIN THE NORTHWEST QUARTER OF SECTION 30 IS DEDUCTED FROM THE AREA CALCULATION OF THE SURVEYED TRACT.

THIS SURVEY WAS MADE WITH A TWO PERSON CREW USING A TRIMBLE 5700 GEODETIC G.P.S. RECEIVERS OPERATED IN REAL TIME KINEMATIC MODE. REFERENCE SURVEYS ARE THE ROAD NOTES FOR COUNTY ROAD NO. 1013, THE ORIGINAL GLO SURVEY NOTES, AND SURVEY NO.S 04-121-C, 05-100-C AND 05-123-B.

DESCRIPTION OF REVISED TAX LOT 3400, ASSESSOR MAP NO. 4N 31.

That portion of the Northwest Quarter of Section 30, Township 4 North, Range 31 East, W.M., Umatilla County, Oregon, described as follows:

Commencing at the Northwest Corner of said Section 30; thence South 52°24'46" East a distance of 585.16 feet to a railroad spike monumenting a point of curvature on the centerline of County Road No. 886; thence South 20°32'01" West a distance of 30.00 feet to a point on the Southerly right-of-way line of said County Road No. 886, the TRUE POINT OF BEGINNING for this description, said True Point of Beginning being the point of curvature of a curve; thence along the South right-of-way line of said County Road No. 886, on the arc of a 1020.00 foot radius curve to the right a distance of 288.32 feet to the point of tangency, (long chord bears South 61°22'07" East a distance of 287.36 feet); thence continuing along said South right-of-way line of County Road No. 886 the following courses:

South 53°16'15" East a distance of 352.19 to the point of curvature of a curve; thence along the arc of a 1925.00 foot radius curve to the left a distance of 296.31 feet to the point of tangency, (long chord bears South 57°40'50" East a distance of 296.02 feet); thence South 62°05'25" East a distance of 365.65 feet to the point of curvature of a curve; thence along the arc of a 1035.10 foot radius curve to the right a distance of 362.16 feet to the point of tangency, (long chord bears South 52°04'01" East a distance of 360.31 feet); thence South 42°02'38" East a distance of 562.43 feet; thence South 42°38'17" East a distance of 286.57 feet to the point of curvature of a curve, from said point of curvature, a railroad spike monumenting the point of curvature on the centerline of County Road No. 886 bears North 47°21'43" East a distance of 30.00 feet; thence continuing along said South right-of-way line, on the arc of a 760.00 foot radius curve to the left a distance of 418.61, more or less, to a point on the East line of the Northwest Quarter of said Section 30;

thence leaving the South right-of-way line of County Road No. 886 and Southerly along the East line of the Northwest Quarter of Section 30 a distance of 395 feet, more or less, to a point in an existing fence line; thence North 88°22'39" West a distance of 49 feet, more or less, to an angle point in an existing fence line; thence North 85°54'53" West a distance of 252.35 feet; thence North 72°19'03" West a distance of 21.96 feet to a 5/8 inch iron rebar; thence North 43°42'05" West a distance of 180.42 feet to a 5/8 inch iron rebar; thence North 44°58'12" West a distance of 403.97 feet to a 5/8 inch iron rebar; thence North 38°53'12" West a distance of 225.47 feet to a 5/8 inch iron rebar; thence North 50°18'39" West a distance of 213.75 feet; thence North 54°46'05" West a distance of 244.48 feet to a 5/8 inch iron rebar; thence North 56°05'34" West a distance of 531.40 feet to a 5/8 inch iron rebar; thence North 70°14'35" West a distance of 69.48 feet; thence North 74°49'18" West a distance of 100.33 feet; thence North 82°17'26" West a distance of 96.13 feet to a 5/8 inch iron rebar; thence North 85°31'37" West a distance of 130.15 feet; thence North 74°03'32" West a distance of 32.68 feet; thence North 58°59'16" West a distance of 28.25 feet; thence North 55°52'46" West a distance of 30.26 feet to a 5/8 inch iron rebar; thence North 55°17'12" West a distance of 113.97 feet; thence North 54°17'00" West a distance of 126.96 feet to a 5/8 inch iron rebar; thence North 53°56'16" West a distance of 166.15 feet to a 5/8 inch iron rebar; thence North 53°13'13" West a distance of 55 feet, more or less, to a point on the West line of said Section 30; thence Northerly along the West line of said Section 30 a distance of 545 feet, more or less, to a point on the South right-of-way line of County Road No. 886; thence South 69°27'59" East along said South right-of-way line a distance of 485 feet, more or less, to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM, the right-of-way of County Road No. 1013.

Tract described contains 37.23 acres, more or less.

DESCRIPTION OF PORTION OF TAX LOT 3400 TO COMBINE WITH TAX LOT 3401, ASSESSOR MAP NO. 4N 31.

All that portion of the Northwest Quarter of Section 30, Township 4 North, Range 31 East, W.M., Umatilla County, Oregon, lying Southerly and Westerly of County Road No. 886.

EXCEPTING THEREFROM, the following described tract:

Commencing at the Northwest Corner of said Section 30; thence South 52°24'46" East a distance of 585.16 feet to a railroad spike monumenting a point of curvature on the centerline of County Road No. 886; thence South 20°32'01" West a distance of 30.00 feet to a point on the Southerly right-of-way line of said County Road No. 886, the TRUE POINT OF BEGINNING for this description, said True Point of Beginning being the point of curvature of a curve; thence along the South right-of-way line of said County Road No. 886, on the arc of a 1020.00 foot radius curve to the right a distance of 288.32 feet to the point of tangency, (long chord bears South 61°22'07" East a distance of 287.36 feet); thence continuing along said South right-of-way line of County Road No. 886 the following courses:

South 53°16'15" East a distance of 352.19 to the point of curvature of a curve; thence along the arc of a 1925.00 foot radius curve to the left a distance of 296.31 feet to the point of tangency, (long chord bears South 57°40'50" East a distance of 296.02 feet); thence South 62°05'25" East a distance of 365.65 feet to the point of curvature of a curve; thence along the arc of a 1035.10 foot radius curve to the right a distance of 362.16 feet to the point of tangency, (long chord bears South 52°04'01" East a distance of 360.31 feet); thence South 42°02'38" East a distance of 562.43 feet; thence South 42°38'17" East a distance of 286.57 feet to the point of curvature of a curve, from said point of curvature, a railroad spike monumenting the point of curvature on the centerline of County Road No. 886 bears North 47°21'43" East a distance of 30.00 feet; thence continuing along said South right-of-way line, on the arc of a 760.00 foot radius curve to the left a distance of 418.61, more or less, to a point on the East line of the Northwest Quarter of said Section 30;

thence leaving the South right-of-way line of County Road No. 886 and Southerly along the East line of the Northwest Quarter of Section 30 a distance of 395 feet, more or less, to a point in an existing fence line; thence North 88°22'39" West a distance of 49 feet, more or less, to an angle point in an existing fence line; thence North 85°54'53" West a distance of 252.35 feet; thence North 72°19'03" West a distance of 21.96 feet to a 5/8 inch iron rebar; thence North 43°42'05" West a distance of 180.42 feet to a 5/8 inch iron rebar; thence North 44°58'12" West a distance of 403.97 feet to a 5/8 inch iron rebar; thence North 38°53'12" West a distance of 225.47 feet to a 5/8 inch iron rebar; thence North 50°18'39" West a distance of 213.75 feet; thence North 54°46'05" West a distance of 244.48 feet to a 5/8 inch iron rebar; thence North 56°05'34" West a distance of 531.40 feet to a 5/8 inch iron rebar; thence North 70°14'35" West a distance of 69.48 feet; thence North 74°49'18" West a distance of 100.33 feet; thence North 82°17'26" West a distance of 96.13 feet to a 5/8 inch iron rebar; thence North 85°31'37" West a distance of 130.15 feet; thence North 74°03'32" West a distance of 32.68 feet; thence North 58°59'16" West a distance of 28.25 feet; thence North 55°52'46" West a distance of 30.26 feet to a 5/8 inch iron rebar; thence North 55°17'12" West a distance of 113.97 feet; thence North 54°17'00" West a distance of 126.96 feet to a 5/8 inch iron rebar; thence North 53°56'16" West a distance of 166.15 feet to a 5/8 inch iron rebar; thence North 53°13'13" West a distance of 55 feet, more or less, to a point on the West line of said Section 30; thence Northerly along the West line of said Section 30 a distance of 545 feet, more or less, to a point on the South right-of-way line of County Road No. 886; thence South 69°27'59" East along said South right-of-way line a distance of 485 feet, more or less, to the TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM, any portion lying within County Road right-of-ways.

RECEIVED BY
Umatilla County Surveyors

DATE: 7-22-09
BY: W.R.W.
06-47-C

REGISTERED PROFESSIONAL LAND SURVEYOR
William R. Wells
OREGON
JULY 22, 1977
WILLIAM R. WELLS
1106
RENEWS 6/30/06

WILLIAM R. WELLS, PLS
2602 N.E. RIVERSIDE PLACE
P.O. BOX 1696
PENDLETON, OREGON
PHONE: (541) 276-6362

PROJECT:
BOUNDARY ADJUSTMENT SURVEY FOR:
SHELLY A. CAREY
LOCATED IN SECTIONS 30 AND 31, T4N., R31E., W.M., UMATILLA COUNTY, OREGON.