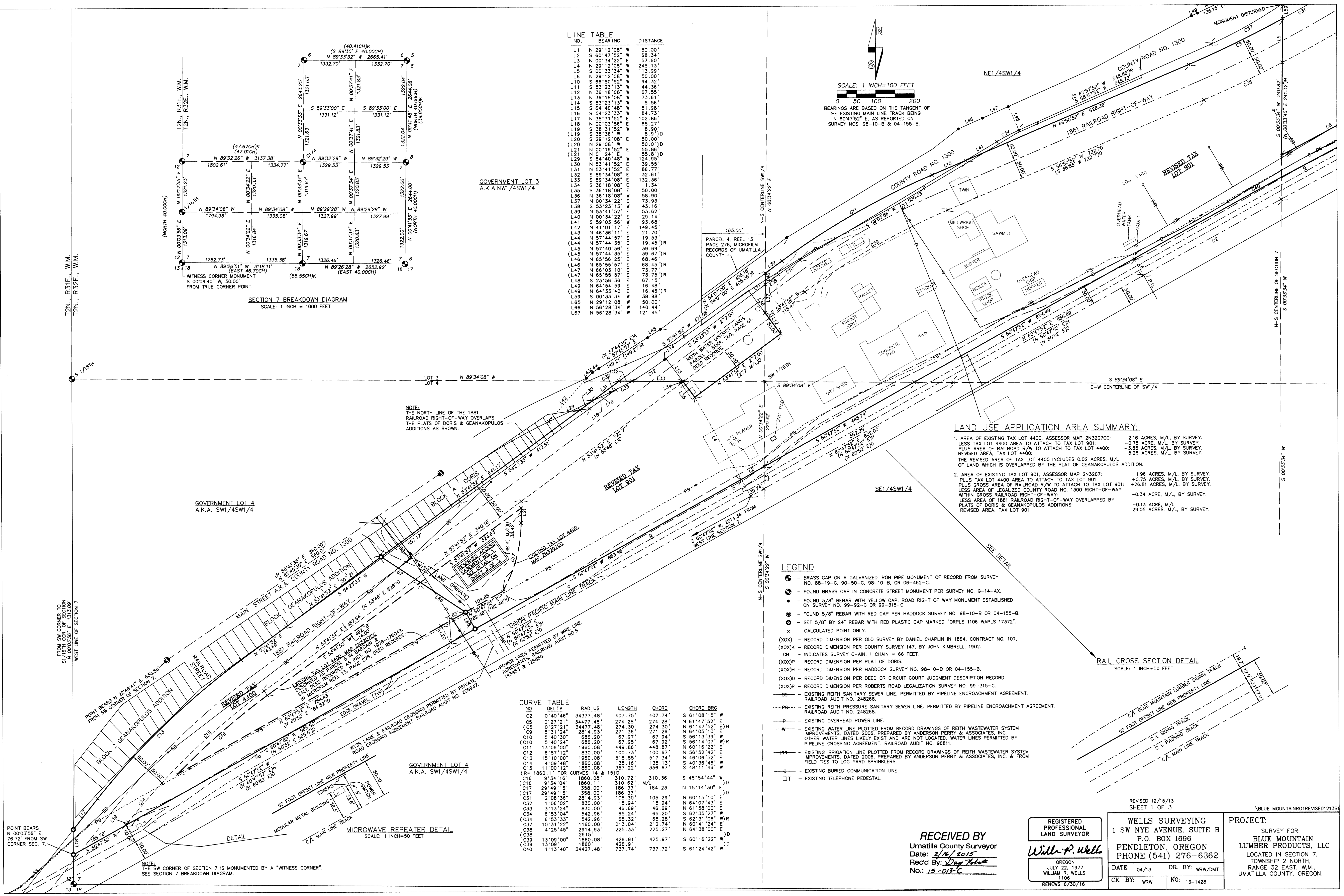
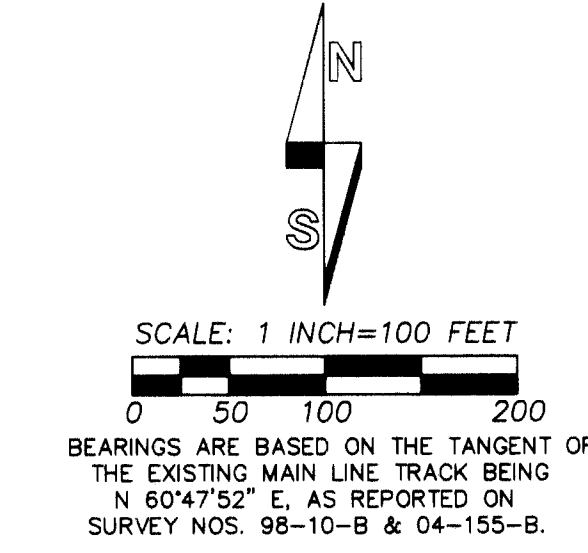


SECTION 7 BREAKDOWN DIAGRAM  
SCALE: 1 INCH = 1000 FEET

LINE TABLE

LINE NO.	BEARING	DISTANCE
L1	N 29°12'08\"	50.00'
L2	S 60°47'52\"	68.34'
L3	N 00°34'22\"	57.60'
L4	N 29°12'08\"	245.13'
L5	S 00°33'34\"	113.99'
L6	N 29°12'08\"	50.00'
L7	S 60°47'52\"	94.32'
L8	N 00°34'22\"	44.36'
L9	N 29°12'08\"	67.55'
L10	S 60°47'52\"	73.61'
L11	N 00°34'22\"	51.98'
L12	N 29°12'08\"	84.73'
L13	S 60°47'52\"	102.86'
L14	N 00°34'22\"	65.27'
L15	N 29°12'08\"	8.90'
L16	S 60°47'52\"	8.90'
L17	N 00°34'22\"	50.00'
L18	N 29°12'08\"	50.00'
L19	S 60°47'52\"	55.56'
L20	N 00°34'22\"	55.56'
L21	N 29°12'08\"	39.55'
L22	S 60°47'52\"	86.77'
L23	N 00°34'22\"	32.61'
L24	N 29°12'08\"	124.95'
L25	S 60°47'52\"	132.36'
L26	N 00°34'22\"	1.34'
L27	N 29°12'08\"	50.00'
L28	S 60°47'52\"	58.90'
L29	N 00°34'22\"	73.93'
L30	N 29°12'08\"	43.16'
L31	S 60°47'52\"	53.62'
L32	N 00°34'22\"	39.67'
L33	N 29°12'08\"	38.98'
L34	S 60°47'52\"	67.15'
L35	N 00°34'22\"	16.48'
L36	N 29°12'08\"	16.48'
L37	S 60°47'52\"	73.77'
L38	N 00°34'22\"	73.75'
L39	N 29°12'08\"	68.46'
L40	S 60°47'52\"	68.45'
L41	N 00°34'22\"	77.77'
L42	N 29°12'08\"	73.75'
L43	S 60°47'52\"	39.69'
L44	N 00°34'22\"	39.67'
L45	N 29°12'08\"	68.46'
L46	S 60°47'52\"	68.45'
L47	N 00°34'22\"	73.77'
L48	N 29°12'08\"	73.75'
L49	S 60°47'52\"	16.48'
L50	N 00°34'22\"	16.48'
L51	N 29°12'08\"	50.00'
L52	S 60°47'52\"	140.44'
L53	N 00°34'22\"	140.44'
L54	N 29°12'08\"	121.45'



LAND USE APPLICATION AREA SUMMARY:

- AREA OF EXISTING TAX LOT 4400, ASSESSOR MAP 2N3207CC: 2.16 ACRES, M/L, BY SURVEY.  
LESS TAX LOT 4400 AREA TO ATTACH TO TAX LOT 901: -0.75 ACRES, M/L, BY SURVEY.  
PLUS AREA OF RAILROAD R/W TO ATTACH TO TAX LOT 4400: +3.85 ACRES, M/L, BY SURVEY.  
REVISED AREA, TAX LOT 4400: 5.26 ACRES, M/L, BY SURVEY.  
THE REVISED AREA OF TAX LOT 4400 INCLUDES 0.02 ACRES, M/L OF LAND WHICH IS OVERLAPPED BY THE PLAT OF GEANAKOPILOS ADDITION.
- AREA OF EXISTING TAX LOT 901, ASSESSOR MAP 2N3207: 1.96 ACRES, M/L, BY SURVEY.  
PLUS TAX LOT 4400 AREA TO ATTACH TO TAX LOT 901: +0.75 ACRES, M/L, BY SURVEY.  
PLUS GROSS AREA OF RAILROAD R/W TO ATTACH TO TAX LOT 901: +26.81 ACRES, M/L, BY SURVEY.  
LESS AREA OF LEGALIZED COUNTY ROAD NO. 1300 RIGHT-OF-WAY WITHIN GROSS RAILROAD RIGHT-OF-WAY: -0.34 ACRES, M/L, BY SURVEY.  
LESS AREA OF 1881 RAILROAD RIGHT-OF-WAY OVERLAPPED BY PLATS OF DORIS & GEANAKOPILOS ADDITIONS: -0.13 ACRES, M/L, BY SURVEY.  
REVISED AREA, TAX LOT 901: 29.05 ACRES, M/L, BY SURVEY.

LEGEND

- BRASS CAP ON A GALVANIZED IRON PIPE MONUMENT OF RECORD FROM SURVEY NO. 88-19-C, 90-50-C, 98-10-B, OR 06-462-C.
- FOUND BRASS CAP IN CONCRETE STREET MONUMENT PER SURVEY NO. G-14-AX.
- FOUND 5/8" BEAR WITH YELLOW CAP, ROAD RIGHT OF WAY MONUMENT ESTABLISHED ON SURVEY NO. 99-92-C OR 99-315-C.
- FOUND 5/8" REBAR WITH RED CAP PER HADDOCK SURVEY NO. 98-10-B OR 04-155-B.
- SET 5/8" BY 24" REBAR WITH RED PLASTIC CAP MARKED "ORPLS 1106 WAPLS 17372".
- CALCULATED POINT ONLY.
- (XOX) — RECORD DIMENSION PER GLO SURVEY BY DANIEL CHAPLIN IN 1864, CONTRACT NO. 107.
- (XOX) — RECORD DIMENSION PER COUNTY SURVEY 147, BY JOHN KIMBRELL, 1902.
- CH — INDICATES SURVEY CHAIN, 1 CHAIN = 66 FEET.
- (XOX)P — RECORD DIMENSION PER PLAT OF DORIS.
- (XOX)H — RECORD DIMENSION PER HADDOCK SURVEY NO. 98-10-B OR 04-155-B.
- (XOX)D — RECORD DIMENSION PER DEED OR CIRCUIT COURT JUDGMENT DESCRIPTION RECORD.
- (XOX)R — RECORD DIMENSION PER ROBERTS ROAD LEGALIZATION SURVEY NO. 99-315-C.
- EXISTING REITH SANITARY SEWER LINE, PERMITTED BY PIPELINE ENCROACHMENT AGREEMENT, RAILROAD AUDIT NO. 248268.
- EXISTING REITH PRESSURE SANITARY SEWER LINE, PERMITTED BY PIPELINE ENCROACHMENT AGREEMENT, RAILROAD AUDIT NO. 248268.
- EXISTING OVERHEAD POWER LINE.
- EXISTING WATER LINE PLOTTED FROM RECORD DRAWINGS OF REITH WASTEWATER SYSTEM IMPROVEMENTS, DATED 2006, PREPARED BY ANDERSON PERRY & ASSOCIATES, INC. OTHER WATER LINES LIKELY EXIST AND ARE NOT LOCATED. WATER LINES PERMITTED BY PIPELINE CROSSING AGREEMENT, RAILROAD AUDIT NO. 9881.
- EXISTING IRRIGATION LINE PLOTTED FROM RECORD DRAWINGS OF REITH WASTEWATER SYSTEM IMPROVEMENTS, DATED 2006, PREPARED BY ANDERSON PERRY & ASSOCIATES, INC. & FROM FIELD TIES TO LOG YARD SPRINKLERS.
- EXISTING BURIED COMMUNICATION LINE.
- — EXISTING TELEPHONE PEDESTAL.

CURVE TABLE

NO.	DELTA	RADIUS	LENGTH	CHORD	CHORD BRG
C2	0°40'46"	34377.48'	407.75'	407.74'	S 61°08'15" W
C5	0°27'21"	34477.48'	272.28'	274.28'	N 61°47'52" E
C8	0°27'21"	34477.48'	274.30'	274.30'	N 61°47'52" E
C9	5°31'24"	2814.93'	271.36'	271.26'	S 56°05'10" E
C10	5°40'30"	686.20'	67.97'	67.94'	S 56°13'59" W
C10	5°40'24"	686.20'	67.95'	67.92'	S 56°14'07" W
C11	13°09'00"	1960.08'	449.86'	448.87'	N 60°16'22" E
C12	6°57'12"	830.00'	100.73'	100.67'	S 56°52'42" E
C13	15°13'24"	830.00'	46.69'	46.69'	N 48°08'52" E
C14	4°09'48"	1860.08'	135.13'	135.13'	S 40°36'46" W
C15	11°00'12"	1860.08'	357.22'	356.67'	S 48°11'48" W
(R=1860.1' FOR CURVES 14 & 15)D					
C16	8°34'16"	1860.08'	310.72'	310.36'	S 48°54'44" W
C16	9°34'04"	1860.1'	310.62'	310.62'	W
C17	29°48'15"	358.00'	186.33'	184.23'	N 15°14'30" E
C17	29°48'15"	358.00'	186.33'	186.33'	W
C31	2°08'36"	2814.93'	105.30'	105.29'	N 60°15'10" E
C32	1°06'02"	830.00'	15.94'	15.94'	N 64°07'43" E
C33	3°13'24"	830.00'	46.69'	46.69'	N 61°58'00" E
C34	6°53'04"	542.96'	65.24'	65.20'	S 62°35'27" W
C34	6°53'33"	542.96'	65.32'	65.28'	S 62°31'06" W
C37	10°31'22"	1160.00'	213.04'	212.74'	N 60°41'24" E
C38	4°29'46"	2914.93'	225.33'	225.27'	N 64°38'00" E
C38		2915'			W
C39	13°09'00"	1860.08'	426.91'	425.97'	S 60°16'22" W
C39		1860'			D
C40	1°13'40"	34427.48'	737.74'	737.72'	S 61°24'42" W

RECEIVED BY  
Umatilla County Surveyor  
Date: 2/16/2015  
Rec'd by: Day Feltz  
No.: 15-013-C

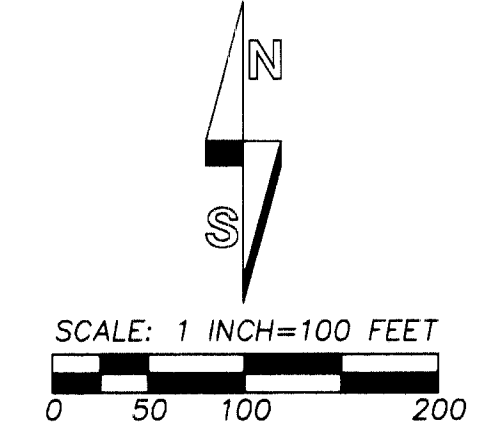
REGISTERED PROFESSIONAL LAND SURVEYOR  
Will R. Wells  
OREGON  
JULY 22, 1977  
WILLIAM R. WELLS  
1106  
RENEWS 6/30/16

WELLS SURVEYING  
1 SW NYE AVENUE, SUITE B  
P.O. BOX 1696  
PENDLETON, OREGON  
PHONE: (541) 276-6362  
DATE: 04/13 DR. BY: WRW/DMT  
CK. BY: WRW NO: 13-1428

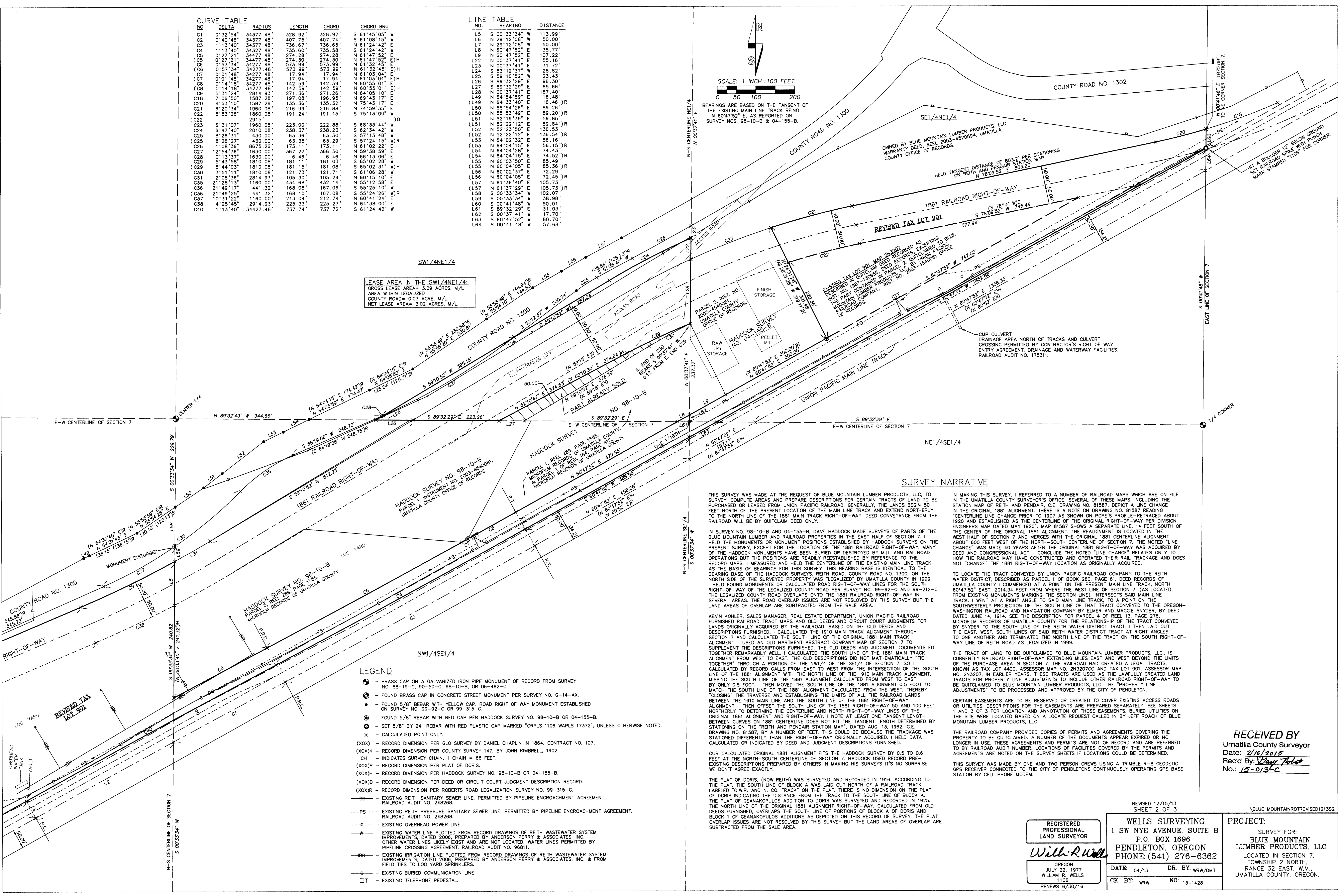
PROJECT:  
SURVEY FOR:  
BLUE MOUNTAIN LUMBER PRODUCTS, LLC  
LOCATED IN SECTION 7, TOWNSHIP 2 NORTH, RANGE 32 EAST, W.M., UMATILLA COUNTY, OREGON.

CURVE NO.	DELTA	RADIUS	LENGTH	CHORD	CHORD BRG
C1	0°32'54"	34377.48'	328.92'	328.92'	S 61°45'05" W
C2	0°40'48"	34377.48'	407.75'	407.75'	S 61°08'15" W
C3	1°13'40"	34377.48'	736.67'	736.65'	N 61°24'42" E
C4	1°13'40"	34377.48'	736.60'	735.98'	S 61°24'42" W
C5	0°27'21"	34477.48'	274.28'	274.28'	N 61°47'52" E
C6	0°27'21"	34477.48'	274.30'	274.30'	N 61°47'52" E
C7	0°57'34"	34277.48'	573.99'	573.99'	N 61°32'45" E
C8	0°01'48"	34277.48'	17.94'	17.94'	N 61°03'04" E
C9	0°01'48"	34277.48'	17.94'	17.94'	N 61°03'04" E
C10	0°14'18"	34277.48'	142.59'	142.59'	N 60°55'01" E
C11	0°14'18"	34277.48'	142.59'	142.59'	N 60°55'01" E
C12	5°31'24"	2814.93'	271.36'	271.36'	S 64°05'10" E
C13	7°06'50"	1587.28'	197.08'	196.95'	N 69°43'17" E
C14	4°53'10"	1587.28'	197.08'	196.95'	N 69°43'17" E
C15	6°20'34"	1960.08'	216.88'	216.88'	N 74°59'35" E
C16	5°53'26"	1860.08'	191.24'	191.15'	S 75°13'09" W
C17	29'15"	223.00'	222.88'	222.88'	S 68°33'44" W
C18	6°47'40"	2010.08'	238.37'	238.23'	S 62°34'42" W
C19	8°26'31"	430.00'	63.36'	63.30'	S 57°13'48" W
C20	8°26'31"	430.00'	63.35'	63.29'	S 57°24'15" W
C21	1°08'36"	8975.26'	173.11'	173.11'	N 61°02'22" E
C22	12°54'36"	1630.00'	367.27'	366.50'	N 59°38'59" E
C23	0°13'37"	1630.00'	6.46'	6.46'	N 66°13'06" E
C24	5°43'58"	1810.08'	181.11'	181.03'	S 65°02'28" W
C25	5°44'03"	1810.08'	181.15'	181.08'	S 65°04'05" W
C26	3°51'11"	1810.08'	121.73'	121.71'	S 61°06'28" W
C27	2°08'36"	2814.93'	105.29'	105.29'	N 60°15'10" E
C28	2°12'13"	1160.00'	434.68'	432.14'	N 55°12'58" E
C29	1°14'18"	1160.00'	168.08'	167.06'	S 55°25'10" W
C30	1°14'18"	1160.00'	168.08'	167.08'	S 55°24'26" W
C31	10°31'22"	1160.00'	213.04'	212.74'	N 60°41'24" E
C32	4°25'45"	2914.93'	225.33'	225.27'	N 64°38'00" E
C33	1°13'40"	34427.48'	737.74'	737.72'	S 61°24'42" W

L. LINE NO.	BEARING	D. DISTANCE
L5	S 00°33'34" W	113.99'
L6	N 29°12'08" W	50.00'
L7	N 29°12'08" W	50.00'
L8	N 60°47'52" E	35.77'
L9	N 60°47'52" E	107.22'
L10	N 00°37'41" E	55.16'
L11	N 00°37'41" E	31.72'
L12	S 53°12'37" W	28.82'
L13	S 59°10'52" W	23.43'
L14	S 89°32'29" E	96.30'
L15	N 00°37'41" E	68.68'
L16	N 00°37'41" E	167.40'
L17	N 64°54'59" E	16.48'
L18	N 64°33'40" E	16.46' R
L19	N 55°54'26" E	89.28'
L20	N 55°53'49" E	89.20' R
L21	N 52°19'39" E	59.85'
L22	N 52°22'12" E	59.84' R
L23	N 52°23'50" E	136.53'
L24	N 52°22'12" E	136.54' R
L25	N 64°02'32" E	56.16'
L26	N 64°04'15" E	56.15' R
L27	N 64°04'28" E	74.43'
L28	N 64°04'15" E	74.52' R
L29	N 60°03'50" E	85.49'
L30	N 60°04'05" E	85.38' R
L31	N 60°02'37" E	72.29'
L32	N 60°04'05" E	72.45' R
L33	N 61°36'40" E	105.73'
L34	N 60°04'05" E	105.73' R
L35	N 00°33'34" W	102.07'
L36	N 00°33'34" W	38.98'
L37	N 00°41'48" W	50.01'
L38	S 89°32'29" E	31.03'
L39	S 00°37'41" W	17.70'
L40	S 60°47'52" E	80.70'
L41	S 00°41'48" W	57.68'



BEARINGS ARE BASED ON THE TANGENT OF THE EXISTING MAIN LINE TRACK BEING N 60°47'52" E, AS REPORTED ON SURVEY NOS. 98-10-B & 04-155-B.



LEASE AREA IN THE SW1/4NE1/4:  
GROSS LEASE AREA= 3.09 ACRES, M/L  
AREA WITHIN LEGALIZED COUNTY ROAD= 0.07 ACRE, M/L  
NET LEASE AREA= 3.02 ACRES, M/L

**SURVEY NARRATIVE**

THIS SURVEY WAS MADE AT THE REQUEST OF BLUE MOUNTAIN LUMBER PRODUCTS, LLC, TO SURVEY, COMPUTE AREAS AND PREPARE DESCRIPTIONS FOR CERTAIN TRACTS OF LAND TO BE PURCHASED OR LEASED FROM UNION PACIFIC RAILROAD, GENERALLY, THE LANDS BEGIN 50 FEET NORTH OF THE PRESENT LOCATION OF THE MAIN LINE TRACK AND EXTEND NORTHERLY TO THE NORTH LINE OF THE 1881 MAIN TRACK RIGHT-OF-WAY. DEED CONVEYANCE FROM THE RAILROAD WILL BE BY QUILCLAIM DEED ONLY.

IN SURVEY NO. 98-10-B AND 04-155-B, DAVE HADDOK MADE SURVEYS OF PARTS OF THE BLUE MOUNTAIN LUMBER AND RAILROAD PROPERTIES IN THE EAST HALF OF SECTION 7. I HELD THE MONUMENTS OR MONUMENT POSITIONS ESTABLISHED BY HADDOK SURVEYS ON THE PRESENT SURVEY, EXCEPT FOR THE LOCATION OF THE 1881 RAILROAD RIGHT-OF-WAY. MANY OF THE HADDOK MONUMENTS HAVE BEEN BURIED OR DESTROYED BY MILL AND RAILROAD OPERATIONS BUT THE POSITIONS ARE REESTABLISHED BY REFERENCE TO THE RECORD MARKS I MEASURED AND HELD THE CENTERLINE OF THE EXISTING MAIN LINE TRACK AS THE BASIS OF BEARINGS FOR THIS SURVEY. THIS BEARING BASE IS IDENTICAL TO THE BEARING BASE OF THE HADDOK SURVEYS, REITH ROAD, COUNTY ROAD NO. 1300, ON THE NORTH SIDE OF THE SURVEYED PROPERTY WAS "LEGALIZED" BY UMATILLA COUNTY IN 1999. I HELD FOUND MONUMENTS OR CALCULATED ROAD RIGHT-OF-WAY LINES FOR THE SOUTH RIGHT-OF-WAY OF THE LEGALIZED COUNTY ROAD PER SURVEY NO. 99-92-C AND 99-212-C. THE LEGALIZED COUNTY ROAD OVERLAPS ONTO THE 1881 RAILROAD RIGHT-OF-WAY IN SEVERAL AREAS. THE ROAD OVERLAP ISSUES ARE NOT RESOLVED BY THIS SURVEY BUT THE LAND AREAS OF OVERLAP ARE SUBTRACTED FROM THE SALE AREA.

KEVIN KOHLER, SALES MANAGER, REAL ESTATE DEPARTMENT, UNION PACIFIC RAILROAD, FURNISHED RAILROAD TRACT MAPS AND OLD DEEDS AND CIRCUIT COURT JUDGMENTS FOR LANDS ORIGINALLY ACQUIRED BY THE RAILROAD, BASED ON THE OLD DEEDS AND DESCRIPTIONS FURNISHED, I CALCULATED THE 1910 MAIN TRACK ALIGNMENT THROUGH SECTION 7 AND CALCULATED THE SOUTH LINE OF THE ORIGINAL 1881 MAIN TRACK ALIGNMENT. I USED AN OLD HARTMUT ABSTRACT COMPANY MAP OF SECTION 7 TO SUPPLEMENT THE DESCRIPTIONS FURNISHED. THE OLD DEEDS AND JUDGMENT DOCUMENTS FIT TOGETHER REMARKABLY WELL. I CALCULATED THE SOUTH LINE OF THE 1881 MAIN TRACK ALIGNMENT FROM WEST TO EAST. THE OLD DESCRIPTIONS DID NOT MATHEMATICALLY "FIT TOGETHER" THROUGH A PORTION OF THE NW1/4 OF THE SE1/4 OF SECTION 7, SO I CALCULATED BY RECORD CALLS FROM EAST TO WEST FROM THE INTERSECTION OF THE SOUTH LINE OF THE 1881 ALIGNMENT WITH THE NORTH LINE OF THE 1910 MAIN TRACK ALIGNMENT, MISSING THE SOUTH LINE OF THE 1881 ALIGNMENT CALCULATED FROM WEST TO EAST BY ONLY 0.5 FOOT. I THEN MOVED THE SOUTH LINE OF THE 1881 ALIGNMENT 0.5 FOOT TO MATCH THE SOUTH LINE OF THE 1881 ALIGNMENT CALCULATED FROM THE WEST, THEREBY "CLOSING" THE TRAVERSE AND ESTABLISHING THE LIMITS OF ALL THE RAILROAD LANDS BETWEEN THE 1910 MAIN LINE AND THE SOUTH LINE OF THE 1881 RIGHT-OF-WAY ALIGNMENT. I THEN OFFSET THE SOUTH LINE OF THE 1881 RIGHT-OF-WAY 50 AND 100 FEET NORTHERLY TO DETERMINE THE CENTERLINE AND NORTH RIGHT-OF-WAY LINES OF THE ORIGINAL 1881 ALIGNMENT AND RIGHT-OF-WAY. I NOTE AT LEAST ONE TANGENT LENGTH BETWEEN CURVES ON 1881 CENTERLINE DOES NOT FIT THE TANGENT LENGTH DETERMINED BY STATIONING ON THE "REITH AND PENDAIR STATION MAP", DATED AUG. 13, 1962, C.E. DRAWING NO. 81587, BY A NUMBER OF FEET. THIS COULD BE BECAUSE THE TRACKAGE WAS STATIONED DIFFERENTLY THAN THE RIGHT-OF-WAY ORIGINALLY ACQUIRED. I HELD DATA CALCULATED OR INDICATED BY DEED AND JUDGMENT DESCRIPTIONS FURNISHED.

OUR CALCULATED ORIGINAL 1881 ALIGNMENT FITS THE HADDOK SURVEY BY 0.5 TO 0.6 FEET AT THE NORTH LINE OF SECTION 7. HADDOK USED RECORD PRE-EXISTING DESCRIPTIONS PREPARED BY OTHERS IN MAKING HIS SURVEYS IT'S NO SURPRISE WE DON'T AGREE EXACTLY.

THE PLAT OF DORIS, (NOW REITH) WAS SURVEYED AND RECORDED IN 1916. ACCORDING TO THE PLAT, THE SOUTH LINE OF BLOCK A WAS LAID OUT NORTH OF A RAILROAD TRACK LABELED "O.W.R. AND N. CO. TRACK" ON THE PLAT. THERE IS NO DIMENSION ON THE PLAT OF DORIS INDICATING THE DISTANCE FROM THE TRACK TO THE SOUTH LINE OF BLOCK A. THE PLAT OF GEANAKOPOULOS ADDITION TO DORIS WAS SURVEYED AND RECORDED IN 1925. THE NORTH LINE OF THE ORIGINAL 1881 ALIGNMENT RIGHT-OF-WAY, CALCULATED FROM OLD DEEDS FURNISHED, OVERLAPS THE SOUTH LINE OF PORTIONS OF BLOCK A OF DORIS AND BLOCK 1 OF GEANAKOPOULOS ADDITION AS DEPICTED ON THIS RECORD SURVEY. THE PLAT OVERLAP ISSUES ARE NOT RESOLVED BY THIS SURVEY BUT THE LAND AREAS OF OVERLAP ARE SUBTRACTED FROM THE SALE AREA.

IN MAKING THIS SURVEY, I REFERRED TO A NUMBER OF RAILROAD MAPS WHICH ARE ON FILE IN THE UMATILLA COUNTY SURVEYOR'S OFFICE. SEVERAL OF THESE MAPS, INCLUDING THE STATION MAP OF REITH AND PENDAIR, C.E. DRAWING NO. 81587, DEPICT A LINE CHANGE IN THE ORIGINAL 1881 ALIGNMENT. THERE IS A NOTE ON DRAWING NO. 81587 READING "CENTERLINE LINE CHANGE PRIOR TO 1907 AS SHOWN ON POPE'S PROFILE-RETRACED ABOUT 1920 AND ESTABLISHED AS THE CENTERLINE OF THE ORIGINAL RIGHT-OF-WAY PER DIVISION ENGINEERS MAP DATED MAY 1920". MAP 81587 SHOWS A SEPARATE LINE, 14 FEET SOUTH OF THE CENTER OF THE ORIGINAL 1881 ALIGNMENT. THE REALIGNMENT IS LOCATED IN THE WEST HALF OF SECTION 7 AND MERGES WITH THE ORIGINAL 1881 CENTERLINE ALIGNMENT ABOUT 600 FEET WEST OF THE NORTH-SOUTH CENTERLINE OF SECTION 7. THE NOTED "LINE CHANGE" WAS MADE 40 YEARS AFTER THE ORIGINAL 1881 RIGHT-OF-WAY WAS ACQUIRED BY DEED AND CONGRESSIONAL ACT. I CONCLUDE THE NOTED "LINE CHANGE" RELATES ONLY TO HOW THE RAILROAD MAY HAVE CONSTRUCTED AND OPERATED THEIR RAIL TRACKAGE AND DOES NOT "CHANGE" THE 1881 RIGHT-OF-WAY LOCATION AS ORIGINALLY ACQUIRED.

TO LOCATE THE TRACT CONVEYED BY UNION PACIFIC RAILROAD COMPANY TO THE REITH WATER DISTRICT, DESCRIBED AS PARCEL 1 OF BOOK 260, PAGE 61, DEED RECORDS OF UMATILLA COUNTY I COMMENCED AT A POINT ON THE PRESENT MAIN LINE TRACK, NORTH 60°47'52" EAST, 2014.34 FEET FROM WHERE THE WEST LINE OF SECTION 7, (AS LOCATED FROM EXISTING MONUMENTS MARKING THE SECTION LINE), INTERSECTS SAID MAIN LINE TRACK. I WENT AT A RIGHT ANGLE TO SAID MAIN LINE TRACK, TO A POINT ON THE SOUTHWESTERLY PROJECTION OF THE SOUTH LINE OF THAT TRACT CONVEYED TO THE OREGON-WASHINGTON RAILROAD AND NAVIGATION COMPANY BY ELMER AND MAGGIE SNYDER, BY DEED DATED JUNE 14, 1914. SEE THE DESCRIPTION FOR PARCEL 4 OF REEL 13, PAGE 276, MICROFILM RECORDS OF UMATILLA COUNTY FOR THE RELATIONSHIP OF THE TRACT CONVEYED BY SNYDER TO THE SOUTH LINE OF THE REITH WATER DISTRICT TRACT. I THEN LAID OUT THE EAST, WEST, SOUTH LINES OF SAID REITH WATER DISTRICT TRACT AT RIGHT ANGLES TO ONE ANOTHER AND TERMINATED THE NORTH LINE OF THE TRACT ON THE SOUTH RIGHT-OF-WAY LINE OF REITH ROAD AS LEGALIZED IN 1999.

THE TRACT OF LAND TO BE QUILCLAIMED TO BLUE MOUNTAIN LUMBER PRODUCTS, LLC, IS CURRENTLY RAILROAD RIGHT-OF-WAY EXTENDING MILES EAST AND WEST BEYOND THE LIMITS OF THE PURCHASE AREA IN SECTION 7. THE RAILROAD HAS CREATED A LEGAL TRACT, KNOWN AS TAX LOT 4400, ASSESSOR MAP NO. 2N3207CC AND TAX LOT 901, ASSESSOR MAP NO. 2N3207, IN EARLIER YEARS. THESE TRACTS ARE USED AS THE LAWFULLY CREATED LAND TRACTS FOR PROPERTY LINE ADJUSTMENTS TO INCLUDE OTHER RAILROAD RIGHT-OF-WAY TO BE QUILCLAIMED TO BLUE MOUNTAIN LUMBER PRODUCTS, LLC. THE "PROPERTY LINE ADJUSTMENTS" TO BE PROCESSED AND APPROVED BY THE CITY OF PENDLETON.

CERTAIN EASEMENTS ARE TO BE RESERVED OR CREATED TO COVER EXISTING ACCESS ROADS OR UTILITIES. DESCRIPTIONS FOR THE EASEMENTS ARE PREPARED SEPARATELY. SEE SHEETS 1 AND 3 OF 3 FOR LOCATION AND ANNOTATION OF THOSE EASEMENTS. BURIED UTILITIES ON THE SITE WERE LOCATED BASED ON A LOCATE REQUEST CALLED IN BY JEFF ROACH OF BLUE MOUNTAIN LUMBER PRODUCTS, LLC.

THE RAILROAD COMPANY PROVIDED COPIES OF PERMITS AND AGREEMENTS COVERING THE PROPERTY TO BE QUILCLAIMED. A NUMBER OF THE DOCUMENTS APPEAR EXPIRED OR NO LONGER IN USE. THESE AGREEMENTS AND PERMITS ARE NOT OF RECORD AND ARE REFERRED TO BY RAILROAD ADIT NUMBER. LOCATIONS OF FACILITIES COVERED BY THE PERMITS AND AGREEMENTS ARE NOTED ON THE SURVEY SHEETS IF LOCATIONS COULD BE DETERMINED.

THIS SURVEY WAS MADE BY ONE AND TWO PERSON CREWS USING A TRIMBLE R-8 GEODETIC GPS RECEIVER CONNECTED TO THE CITY OF PENDLETON'S CONTINUOUSLY OPERATING GPS BASE STATION BY CELL PHONE MODEM.

**LEGEND**

- - BRASS CAP ON A GALVANIZED IRON PIPE MONUMENT OF RECORD FROM SURVEY NO. 88-19-C, 90-50-C, 98-10-B, OR 06-452-C.
- - FOUND BRASS CAP IN CONCRETE STREET MONUMENT PER SURVEY NO. G-14-AX.
- - FOUND 5/8" BEBAR WITH YELLOW CAP. ROAD RIGHT OF WAY MONUMENT ESTABLISHED ON SURVEY NO. 99-92-C OR 99-315-C.
- - FOUND 5/8" REBAR WITH RED CAP PER HADDOK SURVEY NO. 98-10-B OR 04-155-B.
- - SET 5/8" BY 24" REBAR WITH RED PLASTIC CAP MARKED "ORPLS 1106 WAPLS 17372", UNLESS OTHERWISE NOTED.
- × - CALCULATED POINT ONLY.
- (XX) - RECORD DIMENSION PER GLO SURVEY BY DANIEL CHAPLIN IN 1864, CONTRACT NO. 107.
- (XX)K - RECORD DIMENSION PER COUNTY SURVEY 147, BY JOHN KIMBRELL, 1902.
- CH - INDICATES SURVEY CHAIN, 1 CHAIN = 66 FEET.
- (XX)P - RECORD DIMENSION PER PLAT OF DORIS.
- (XX)H - RECORD DIMENSION PER HADDOK SURVEY NO. 98-10-B OR 04-155-B.
- (XX)D - RECORD DIMENSION PER DEED OR CIRCUIT COURT JUDGMENT DESCRIPTION RECORD.
- (XX)R - RECORD DIMENSION PER ROBERTS ROAD LEGALIZATION SURVEY NO. 99-315-C.
- - EXISTING REITH SANITARY SEWER LINE. PERMITTED BY PIPELINE ENCROACHMENT AGREEMENT. RAILROAD AUDIT NO. 248268.
- PS--- - EXISTING REITH PRESSURE SANITARY SEWER LINE. PERMITTED BY PIPELINE ENCROACHMENT AGREEMENT. RAILROAD AUDIT NO. 248268.
- - EXISTING OVERHEAD POWER LINE.
- - EXISTING WATER LINE PLOTTED FROM RECORD DRAWINGS OF REITH WASTEWATER SYSTEM IMPROVEMENTS, DATED 2006, PREPARED BY ANDERSON PERRY & ASSOCIATES, INC. OTHER WATER LINES LIKELY EXIST AND ARE NOT LOCATED. WATER LINES PERMITTED BY PIPELINE CROSSING AGREEMENT. RAILROAD AUDIT NO. 96811.
- - EXISTING IRRIGATION LINE PLOTTED FROM RECORD DRAWINGS OF REITH WASTEWATER SYSTEM IMPROVEMENTS, DATED 2006, PREPARED BY ANDERSON PERRY & ASSOCIATES, INC. & FROM FIELD TIES TO LOG YARD SPRINKLERS.
- - EXISTING BURIED COMMUNICATION LINE.
- - EXISTING TELEPHONE PEDESTAL.

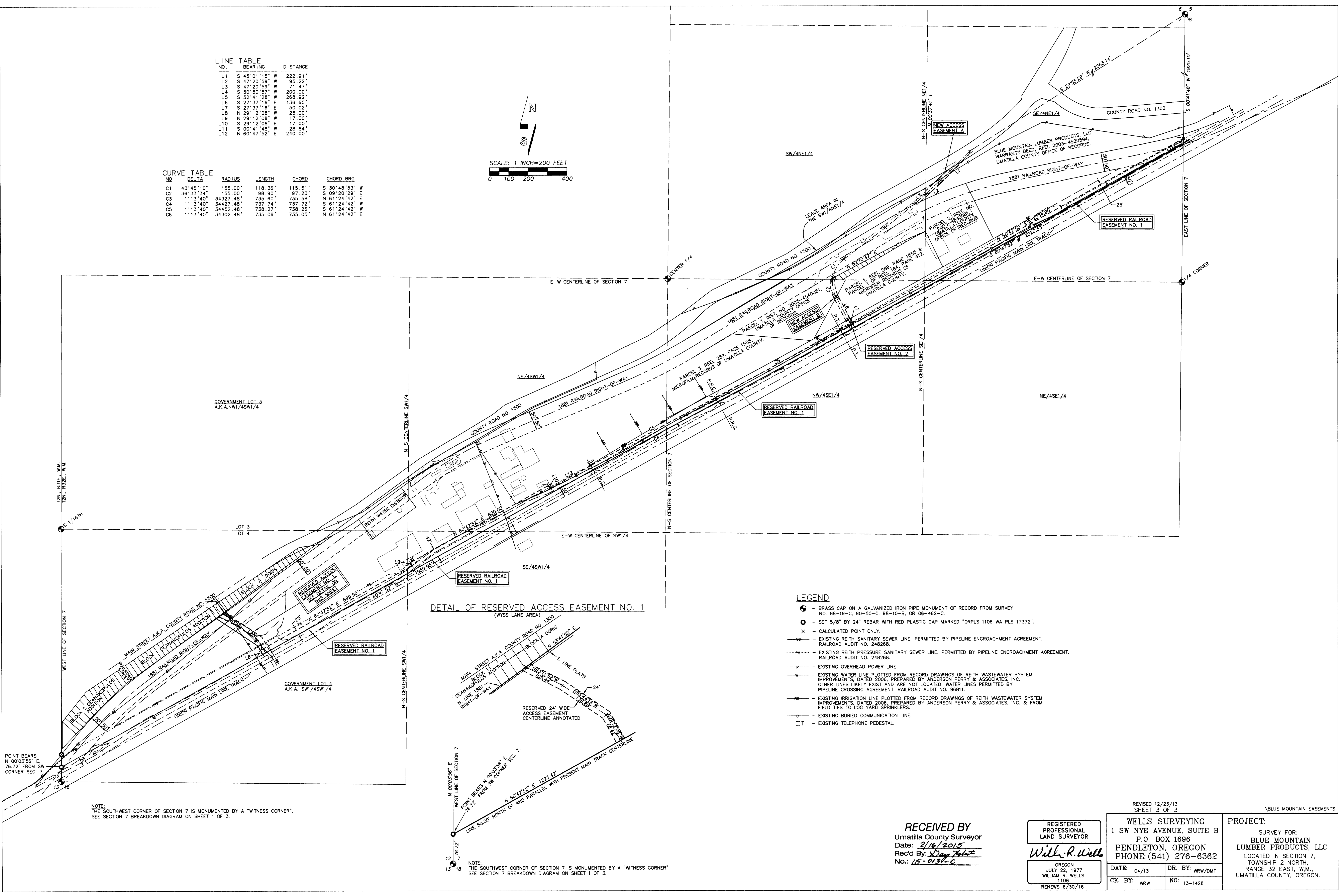
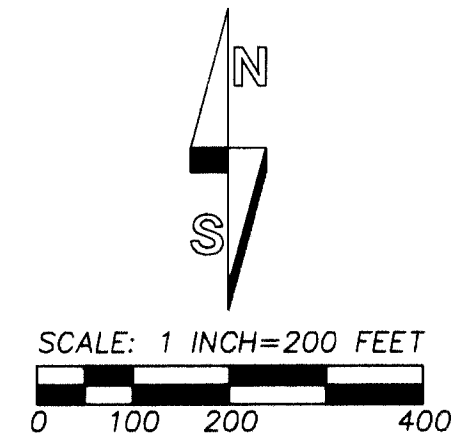
REGISTERED PROFESSIONAL LAND SURVEYOR  <i>Will R. Wells</i>  OREGON JULY 22, 1977 WILLIAM R. WELLS 1108 RENEWS 6/30/16	WELLS SURVEYING 1 SW NYE AVENUE, SUITE B P.O. BOX 1696 PENDLETON, OREGON PHONE: (541) 276-6362	PROJECT: SURVEY FOR: BLUE MOUNTAIN LUMBER PRODUCTS, LLC LOCATED IN SECTION 7, TOWNSHIP 2 NORTH, RANGE 32 EAST, W.M., UMATILLA COUNTY, OREGON.
	DATE: 04/13 DR. BY: wrw/dmt CK BY: wrw NO: 13-1428	

RECEIVED BY  
 Umatilla County Surveyor  
 Date: 2/16/2015  
 Recd By: *Way Helot*  
 No: 15-013-C

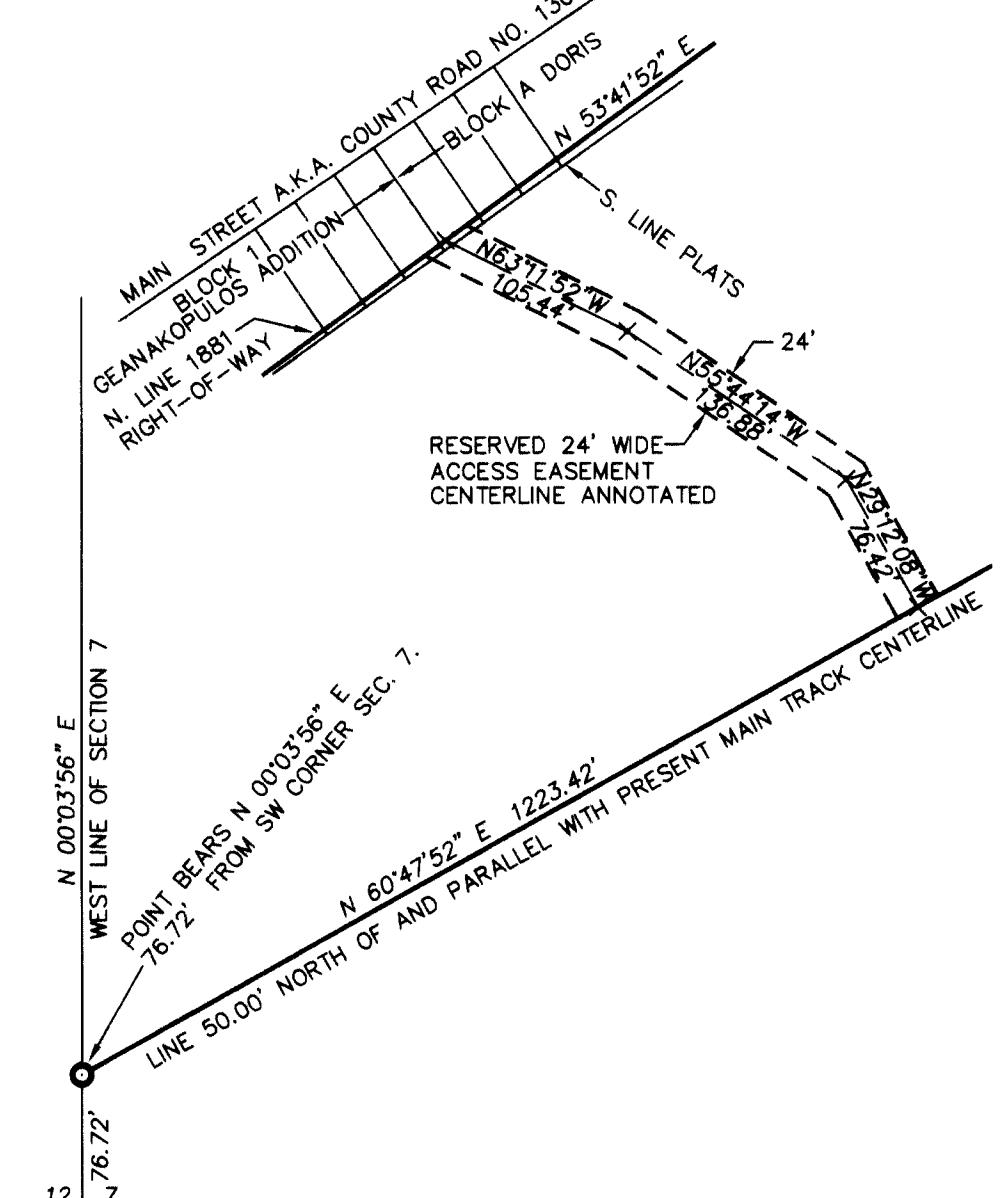
REVISED 12/15/13  
 SHEET 2 OF 3  
 \BLUE MOUNTAIN\REVISED\21352

LINE NO.	BEARING	DISTANCE
L1	S 45°01'15" W	222.91'
L2	S 47°20'59" W	95.22'
L3	S 47°20'59" W	71.47'
L4	S 50°50'57" W	200.00'
L5	S 52°41'28" W	268.92'
L6	S 27°37'16" E	136.60'
L7	S 27°37'16" E	50.02'
L8	N 29°12'08" W	25.00'
L9	N 29°12'08" W	17.00'
L10	S 29°12'08" E	17.00'
L11	S 00°41'48" W	28.84'
L12	N 60°47'52" E	240.00'

CURVE NO.	DELTA	RADIUS	LENGTH	CHORD	CHORD BRG
C1	43°45'10"	155.00'	118.36'	115.51'	S 30°48'53" W
C2	36°33'34"	155.00'	98.90'	97.23'	S 09°20'29" E
C3	1°13'40"	34327.48'	735.60'	735.58'	N 61°24'42" E
C4	1°13'40"	34427.48'	737.74'	737.72'	S 61°24'42" W
C5	1°13'40"	34452.48'	738.27'	738.26'	S 61°24'42" W
C6	1°13'40"	34302.48'	735.06'	735.05'	N 61°24'42" E



**DETAIL OF RESERVED ACCESS EASEMENT NO. 1**  
(WYSS LANE AREA)



**LEGEND**

- - BRASS CAP ON A GALVANIZED IRON PIPE MONUMENT OF RECORD FROM SURVEY NO. 88-19-C, 90-50-C, 98-10-B, OR 08-463-C.
- - SET 5/8" BY 24" REBAR WITH RED PLASTIC CAP MARKED "ORPLS 1106 WA PLS 17372".
- ⊗ - CALCULATED POINT ONLY.
- - EXISTING REITH SANITARY SEWER LINE. PERMITTED BY PIPELINE ENCROACHMENT AGREEMENT. RAILROAD AUDIT NO. 248268.
- - EXISTING REITH PRESSURE SANITARY SEWER LINE. PERMITTED BY PIPELINE ENCROACHMENT AGREEMENT. RAILROAD AUDIT NO. 248268.
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- - EXISTING BURIED COMMUNICATION LINE.
- - EXISTING TELEPHONE PEDESTAL.

NOTE: THE SOUTHWEST CORNER OF SECTION 7 IS MONUMENTED BY A "WITNESS CORNER". SEE SECTION 7 BREAKDOWN DIAGRAM ON SHEET 1 OF 3.

NOTE: THE SOUTHWEST CORNER OF SECTION 7 IS MONUMENTED BY A "WITNESS CORNER". SEE SECTION 7 BREAKDOWN DIAGRAM ON SHEET 1 OF 3.

**RECEIVED BY**  
Umatilla County Surveyor  
Date: 2/16/2015  
Rec'd By: X Day Toloz  
No.: 15-031-C

REGISTERED PROFESSIONAL LAND SURVEYOR  
*William R. Wells*  
OREGON  
JULY 22, 1977  
WILLIAM R. WELLS  
1106  
RENEWS 6/30/16

REVISED 12/23/13  
SHEET 3 OF 3

**WELLS SURVEYING**  
1 SW NYE AVENUE, SUITE B  
P.O. BOX 1696  
PENDLETON, OREGON  
PHONE: (541) 276-6362

DATE: 04/13 DR. BY: WRW/DMT  
CK. BY: WRW NO: 13-1428

**PROJECT:**  
SURVEY FOR:  
BLUE MOUNTAIN LUMBER PRODUCTS, LLC  
LOCATED IN SECTION 7, TOWNSHIP 2 NORTH, RANGE 32 EAST, W.M., UMATILLA COUNTY, OREGON.