

SURVEY NARRATIVE

THE PURPOSE OF THIS SURVEY WAS TO MONUMENT THE PORTION OF COUNTY ROAD NO. 1190, EAST LOOP ROAD, DEEDED TO UMATILLA COUNTY BY THE OREGON - WASHINGTON RAILROAD & NAVIGATION COMPANY AS RECORDED IN BOOK 214, PAGES 541 AND 542, DEED RECORDS, RECORDED NOVEMBER 8, 1953. AN AGREEMENT BETWEEN THE COUNTY AND O. W. R. & N. CO. WAS REACHED WHERE THE COUNTY WOULD VACATE A PORTION OF COUNTY ROAD NO. 967 IN RETURN FOR THE RAILROAD PORTIONS OF THE LAND IT ACQUIRED FROM LESTER AND INA SHAFER (BOOK 192, PAGES 109 & 110, RECORDED MARCH 27, 1950) IN SECTION 12 AND FROM THE STANFIELD IRRIGATION DISTRICT (BOOK 191, PAGES 127 & 128, RECORDED DECEMBER, 1949) IN SECTION 7 SO THE ROAD COULD BE RELOCATED. THE ROAD VACATION ORDER IS RECORDED IN COMMISSIONER'S JOURNAL "T" PAGE 545 AND IS DATED AUGUST 5TH, 1953.

THE RAILROAD CENTERLINE AS SHOWN ON THIS MAP IS BASED ON TIES TO THE EXISTING TRACKS AND ALL DISTANCES SHOWN ON THIS MAP ARE TO THE EXISTING TRACK CENTERLINE AND NOT NECESSARILY TO THE RIGHT OF WAY CENTERLINE. HOLDING THE EXISTING TRACK CENTERLINE AND OFFSETTING RECORD RIGHT OF WAY WIDTHS FROM TRACK MAPS RESULTS IN A GOOD FIT WITH THE RIGHT OF WAY. THE 1951 HINKLE - JUNIPER POINT TRACK MAP (C. E. DRAWING NO. 80520) AND THE 1950 HINKLE - JUNIPER POINT PROPOSED MAIN TRACK ALIGNMENT MAP (R. E. DRAWING NO. 484) SHOW TIES TO SECTION CORNERS WHICH WERE NOT HELD BASED ON MY BELIEF THAT SOME OF THE CORNERS USED IN THE TRACK SURVEYS ARE NOT IN THE SAME LOCATION AS THOSE CURRENTLY BEING USED. FOR EXAMPLE, THE NORTHEAST CORNER OF SECTION 7 IS SHOWN AS A STONE, THOUGH THE DIFFERENCES ARE FAIRLY MINOR. I DO BELIEVE THAT THE MONUMENT MARKING THE SOUTH 1/4 CORNER OF SECTION 12 IS A PERPETUATION OF THE CORNER USED IN THE RAILROAD SURVEYS BASED ON ITS DESCRIPTION AND HOW IT FITS DEED CALLS TO THE EXISTING TRACK CENTERLINE.

THE NORTHEAST RAILROAD RIGHT OF WAY LINE AS SHOWN IN THE SOUTHEAST 1/4 OF SECTION 12 IS BASED ON HOLDING DEED CALLS FROM BOOK 192, PAGE 109 IN ORDER TO MATCH WHAT WAS DONE ON PARTITION PLAT 1999-46. IT IS MY BELIEF THAT THE C-S 1/16TH CORNER AS NOW MONUMENTED IS NOT IN THE SAME LOCATION AS WHAT WAS USED IN WRITING THE DEEDS. DEED DISTANCE (BOOK 192, PAGE 110) FROM THE 1/16TH CORNER SOUTH TO THE TRACK CENTERLINE IS 5.46 FEET SHORTER THAN THE DISTANCE MEASURED IN THIS SURVEY. PART OF THIS MAY BE ATTRIBUTED TO THE FACT THAT IT APPEARS THAT THE DISTANCE FROM THE 1/16TH CORNER SOUTH TO THE SECTION CORNER WAS ASSUMED TO BE 1300 FEET EXACTLY BASED ON ADDING THE TIE FROM THE 1/16TH CORNER SOUTH TO THE TRACK CENTERLINE FROM BOOK 192, PAGE 110 AND THE TIE FROM THE SECTION CORNER NORTH TO THE TRACK CENTERLINE FROM TRACK MAPS.

THE SOUTHEAST RAILROAD (NORTHEAST LOOP ROAD) RIGHT OF WAY LINE IN THE SOUTHEAST 1/4 OF SECTION 12 IS BASED ON HOLDING DEED DISTANCES (CORRECTED TO GRID) AND DEED ANGLES FROM BOOK 214, PAGE 541. THE NORTHEAST RAILROAD (NORTHEAST LOOP ROAD) RIGHT OF WAY LINE IN THE SOUTHEAST 1/4 OF SECTION 12 WAS DETERMINED BY CALCULATING A CANAL CENTERLINE FROM TIES TO THE BANK TOPS AND THEN OFFSETTING 50 FEET. THE RESULTS COMPARED FAVORABLY WITH THE 1913 CANAL RIGHT OF WAY MAP ON FILE IN THE UMATILLA COUNTY SURVEYOR'S OFFICE.

FEED CANAL RIGHT OF WAY IN SECTION 7 AS SHOWN IS BASED ON TIES TO THE BANK TOPS OF THE EXISTING CANAL AND MONUMENTS SET IN SURVEY NO. 99-135-C. DEED ELEMENTS (BOOK 214, PAGES 541 & 542) HELD TO DETERMINE THE LOOP ROAD RIGHT OF WAY IN SECTION 7 WERE 150 FEET SOUTHEASTLY OF THE TRACK CENTERLINE FOR THE SOUTHWEST CORNER AND 150 FEET NORTH OF THE TRACK CENTERLINE FOR THE NORTHEAST CORNER. DISTANCE OF 545.75 FEET (CORRECTED TO GRID) ALONG THIS LINE FROM THE WEST LINE OF SECTION 7, AND A DISTANCE OF 1203.93 FEET (CORRECTED TO GRID) FROM THE SOUTHWEST CORNER OF SECTION 7 NORTH TO THE NORTH LOOP ROAD RIGHT OF WAY LINE.

THE NORTH RAILROAD RIGHT OF WAY LINE IN SECTION 7 AS SHOWN IS BASED ON MONUMENTS SET IN SURVEY NO. 98-154-B. THE WIDTH IS SHOWN AS 50 FEET, THOUGH THE DEEDS DO NOT SPECIFICALLY STATE THIS. BOTH THE 1949 AND 1952 U. P. R. R. DRAWINGS SHOWING THE PROPOSED LOOP ROAD RIGHT OF WAY TO BE VACATED AND PROPERTY TO BE CONVEYED TO THE COUNTY FOR ITS RELOCATION BOTH SHOW A WIDTH OF 50 FEET. THESE DRAWINGS ARE ON FILE IN THE UMATILLA COUNTY SURVEYOR'S OFFICE.

BECAUSE THE DEED FROM THE RAILROAD TO THE COUNTY IN SECTION 12 INCLUDED EVERYTHING SOUTH TO THE NORTHERLY RIGHT OF WAY LINE OF THE FEED CANAL, THE RESULT IS A ROAD RIGHT OF WAY THAT VARIES FROM 57 FEET IN WIDTH TO OVER 100 FEET IN WIDTH. RIGHT OF WAY WIDTH ADJACENT TO THE BUNALDA SUBDIVISION IN SECTION 7 IS 60 FEET AND IS BASED ON MONUMENTS SET OR HELD IN THAT SUBDIVISION. IT SHOULD BE NOTED THAT THERE IS A GAP BETWEEN THE FEED CANAL AND LOOP ROAD JUST WEST OF THE BUNALDA SUBDIVISION.

EQUIPMENT USED WAS A LEICA VIVA GPS SYSTEM OPERATED IN RTK MODE. BEARINGS AND DISTANCES ARE HAD TO A 99.99% GRID. THE BASE STATION WAS SET ON THE MONUMENT AT THE SOUTHEAST CORNER OF SECTION 12. COORDINATES FOR THE MONUMENT WERE OBTAINED FROM SURVEY NO. 03-052-G BY LS 48509. TO OBTAIN TRUE BEARINGS, ROTATE THOSE SHOWN BY 00°53'15" CLOCKWISE; TO OBTAIN GROUND DISTANCES, MULTIPLY THOSE SHOWN BY A COMBINED FACTOR OF 1.000068976.

C-S 1/16TH CORNER SECTION 12. FOUND NAIL NEXT TO BENT IRON PIPE - ORIGIN UNKNOWN.

DEED RECORDS

- D1 - BOOK 214 PAGE 541, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY TO UMATILLA COUNTY. ROAD RIGHT OF WAY FOR RELOCATION OF LOOP ROAD.
- D2 - BOOK 214 PAGE 542, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY TO UMATILLA COUNTY. ROAD RIGHT OF WAY FOR RELOCATION OF LOOP ROAD.
- D3 - BOOK 192 PAGE 109, LESTER T. SHAFER AND INA SHAFER TO OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY FOR RAILROAD RIGHT OF WAY.
- D4 - BOOK 192 PAGE 110, LESTER T. SHAFER AND INA SHAFER TO OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY FOR RAILROAD RIGHT OF WAY.
- D5 - BOOK 196 PAGE 432, STANFIELD IRRIGATION DISTRICT TO THE UNITED STATES OF AMERICA FOR A TRANSMISSION LINE EASEMENT.
- D6 - BOOK 191 PAGE 127, STANFIELD IRRIGATION DISTRICT TO THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY FOR RAILROAD RIGHT OF WAY.
- D7 - BOOK 191 PAGE 128, STANFIELD IRRIGATION DISTRICT TO THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY FOR RAILROAD RIGHT OF WAY.

COMMISSIONER JOURNALS

- C1 - BOOK "T" PAGE 545, PORTION OF COUNTY ROAD NO. 1190 (OLD NO. 867) VACATED FOR RELOCATION PURPOSES.

SURVEY RECORDS

- R-1 WM. B. CAMPBELL, G.L.O. CONTRACT NO. 95, DATED SEPTEMBER 19, 1860.
- R-2 EBENEZER E. HAFT, G.L.O. CONTRACT NO. 93, DATED SEPTEMBER 11, 1860.
- R-3 PARTITION PLAT NO. 1999-46 BY DAVID HADDOCK, LS 952, FOR MR. DONALD S. TAYLOR.
- R-4 SURVEY NO. 99-135-C BY GARY ROBERTS, LS 2627, FOR ERNEST & LEONA BUNALDA.
- R-5 BUNALDA SUBDIVISION (BOOK 15 PAGE 17) BY DENNIS EDWARDS, LS 951, FOR LEONA BUNALDA.
- R-6 SURVEY NO. S-156-C BY DAVID KRUMBELN, LS 933, FOR UMATILLA COUNTY.
- R-7 SURVEY NO. J-104-A BY DAVID KRUMBELN, LS 933, FOR PERKINS.
- R-8 SURVEY NO. 82-098-A BY DENNIS EDWARDS, LS 951, FOR BOB BEHRMAN.
- R-9 SURVEY NO. 95-059-B BY DENNIS EDWARDS, LS 951, FOR UMATILLA COUNTY.
- R-10 SURVEY NO. 96-120-C BY GARY ROBERTS, LS 2627, FOR GARY AND WYNELLE ROBERTS.
- R-11 SURVEY NO. 07-296-B BY DENNIS EDWARDS, LS 951, FOR WILLIAM ELFERING.
- R-12 SURVEY NO. 97-235-B BY GARY WAGNER, LS 02817, FOR HOWARD GASS.
- R-13 SURVEY NO. 83-070-A BY DENNIS EDWARDS, LS 951, FOR JOHN WALCHLI.
- R-14 SURVEY NO. 95-072-B BY DENNIS EDWARDS, LS 951, FOR THOMAS N. ABLE AND TOM ABLE JR.
- R-15 SURVEY NO. 03-039-A BY DENNIS EDWARDS, LS 951, FOR EASTERN OREGON TELECOM.
- R-16 SURVEY NO. H-217-C BY DAVID KRUMBELN, LS 933, FOR HAL BLOCK.
- R-17 PARTITION PLAT NO. 1991-02 BY WILLIAM WELLS, LS 1106, FOR BETTY JO JOYNES.
- R-18 PARTITION PLAT NO. 1993-02 BY WILLIAM WELLS, LS 1106, FOR BETTY JO JOYNES.
- R-19 PARTITION PLAT NO. 1994-30 BY WILLIAM WELLS, LS 1106, FOR BETTY JO JOYNES.
- R-20 HIGHLAND SUMMIT (BOOK 13 PAGE 106) BY MARK LICHTENTHALER, LS 2645.
- R-21 HIGHLAND SUMMIT PHASE 4 (BOOK 14 PAGE 6) BY BRIAN HENSON, LS 2855.
- R-22 SURVEY NO. Q-1180-A BY DENNIS EDWARDS, LS 951, FOR AL SMITH.
- R-23 SURVEY NO. R-0009-A BY DENNIS EDWARDS, LS 951, FOR AL SMITH.
- R-24 SURVEY NO. 98-154-B BY GARY ROBERTS, LS 2627, FOR LEON KENNEDY.

NOTE: THIS POINT IS 100.51' NORTHWEST OF EXISTING TRACK CENTERLINE WHEN MEASURED AT RIGHT ANGLES.

LEGAL DESCRIPTION OF RECORD - OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY TO UMATILLA COUNTY

BOOK 214, PAGES 541-543, UMATILLA COUNTY DEED RECORDS (MEASURED VALUES IN PARENTHESES)

A PARCEL OF LAND SITUATED IN THE S. 1/2 OF S.E. 1/4 OF SECTION 12, TOWNSHIP 4 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, IN UMATILLA COUNTY, OREGON, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT IN THE EAST LINE OF SAID SECTION 12 THAT IS 1203.93 FEET DISTANT NORTH FROM THE EAST PARALLEL TO THE SOUTH LINE OF SAID SECTION 12;
 THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE WHICH FORMS AN ANGLE OF 53°55'30" (53°55'30") FROM SOUTH TO WEST WITH THE EAST LINE OF SAID SECTION 12, A DISTANCE OF 1825.5 FEET (1825.37);
 THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE WHICH FORMS AN ANGLE OF 13°50' (13°50') FROM SOUTHWEST TO WEST WITH THE LAST DESCRIBED LINE PRODUCED, A DISTANCE OF 222 FEET, MORE OR LESS (217.08);
 TO A POINT 30 FEET (30') DISTANT NORTH, MEASURED AT RIGHT ANGLES, FROM THE SOUTH LINE OF SAID SECTION 12;
 THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE WHICH FORMS AN ANGLE OF 64°33' (64°33') FROM NORTH TO EAST WITH THE WEST LINE OF SAID SECTION 7, A DISTANCE OF 203.30 FEET (202.86') TO A POINT THAT IS 150 FEET (150') DISTANT SOUTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE CENTER LINE OF THE MAIN TRACK OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AS NOW CONSTRUCTED AND OPERATED;
 THENCE SOUTHWESTERLY ALONG SAID NORTHWESTERLY RIGHT OF WAY LINE OF CANAL A DISTANCE OF 1840 FEET, MORE OR LESS (1819.27') TO A POINT IN THE EAST LINE OF SAID SECTION 12;
 THENCE NORTH ALONG SAID EAST LINE TO THE POINT OF BEGINNING.

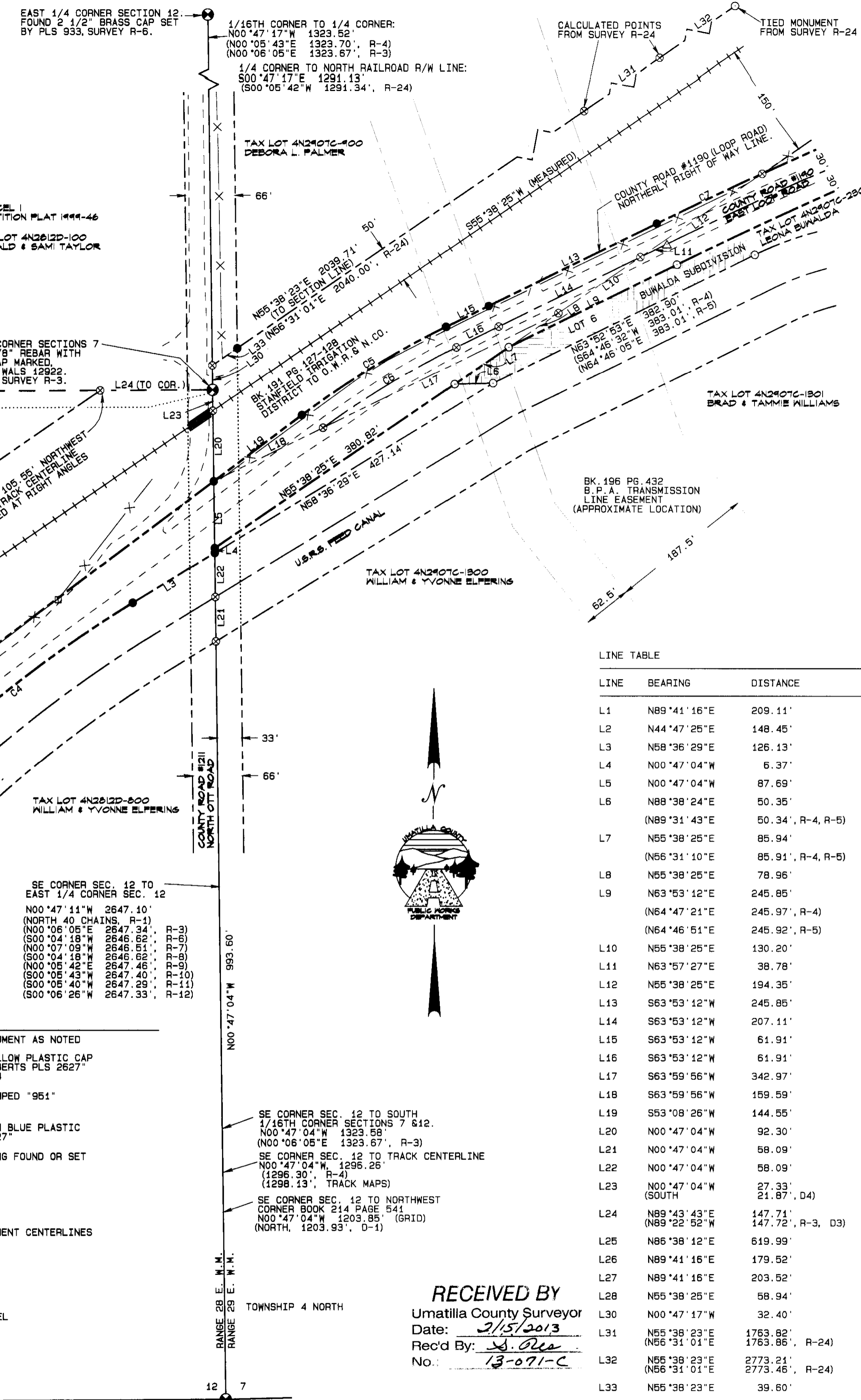
ALSO, A TRIANGULAR PARCEL OF LAND SITUATED IN THE S.W. 1/4 OF SECTION 7, TOWNSHIP 4 NORTH, RANGE 29 EAST OF THE WILLAMETTE MERIDIAN, IN UMATILLA COUNTY, OREGON, DESCRIBED AS FOLLOWS:
 BEGINNING AT A POINT IN THE WEST LINE OF SAID SECTION 7 THAT IS 1203.93 FEET DISTANT NORTH FROM (N00°47'04"W, 1203.85') THE SOUTHWEST CORNER OF SAID SECTION 7;
 THENCE NORTHEASTERLY (N63°59'56"E) ALONG A STRAIGHT LINE WHICH FORMS AN ANGLE OF 64°33' (64°33') FROM NORTH TO EAST WITH THE WEST LINE OF SAID SECTION 7, A DISTANCE OF 203.30 FEET (202.86') TO A POINT THAT IS 150 FEET (150') DISTANT SOUTHWESTERLY, MEASURED AT RIGHT ANGLES, FROM THE CENTER LINE OF THE MAIN TRACK OF THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AS NOW CONSTRUCTED AND OPERATED;
 THENCE SOUTHWESTERLY ALONG A STRAIGHT LINE PARALLEL TO SAID CENTER LINE OF MAIN TRACK A DISTANCE OF 545.75 FEET (545.75') TO A POINT IN THE WEST LINE OF SAID SECTION 7;
 THENCE NORTH ALONG SAID WEST LINE A DISTANCE OF 86.52 FEET (87.55') TO THE POINT OF BEGINNING.

RIGHT OF WAY MAPS

- U.S.R.S. FEED CANAL ALIGNMENT DATED NOVEMBER 5, 1913.
- U.P.R.R. CO. ALIGNMENT MAP (PROPOSED MAIN TRACK) HINKLE TO JUNIPER POINT DATED OCTOBER, 1949 (REVISED AUGUST 22, 1950).
- U.P.R.R. CO. HINKLE TO JUNIPER POINT DATED OCTOBER 1, 1951.
- U.P.R.R. CO. MAP SHOWING PORTION OF LOOP ROAD TO BE VACATED. DATED OCTOBER 15, 1952.
- U.P.R.R. CO. MAP SHOWING PORTION OF LOOP ROAD RIGHT OF WAY TO BE VACATED AND RIGHT OF WAY TO BE CONVEYED TO COUNTY. DATED NOVEMBER 7, 1949.

CURVE TABLE

CURVE NO.	DELTA	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1	00°46'44"	3358.23'	45.65'	N51°28'08"E	45.65'
C2	06°46'50"	2582.04'	305.57'	N55°14'55"E	305.39'
C3	13°50'55"	773.43'	186.94'	N51°42'52"E	186.49'
C4	13°49'04"	1700.55'	410.12'	N51°41'57"E	409.12'
C5	10°44'46"	1182.55'	221.79'	S58°30'49"W	221.47'
C6	10°08'28"	1152.55'	204.00'	S58°48'58"W	203.73'
C7	01°31'37"	5759.58'	153.49'	N64°40'45"E	153.50'



LINE TABLE

LINE	BEARING	DISTANCE
L1	N89°41'16"E	209.11'
L2	N44°47'25"E	148.45'
L3	N58°36'29"E	126.13'
L4	N00°47'04"W	6.37'
L5	N00°47'04"W	87.69'
L6	N88°38'24"E	50.35'
L7	N89°31'43"E	50.34', R-4, R-5)
L8	N65°38'25"E	85.94'
L9	(N66°31'10"E	85.91', R-4, R-5)
L10	N65°38'25"E	78.96'
L11	N63°53'12"E	245.85'
L12	(N64°47'21"E	245.97', R-4)
L13	(N64°46'51"E	245.92', R-5)
L14	N65°38'25"E	130.20'
L15	N00°47'04"W	58.09'
L16	N63°57'27"E	38.78'
L17	N65°38'25"E	194.35'
L18	S63°53'12"W	245.85'
L19	S63°53'12"W	207.11'
L20	S63°53'12"W	61.91'
L21	S63°53'12"W	61.91'
L22	S63°59'56"W	342.97'
L23	S63°59'56"W	159.59'
L24	S53°08'26"W	144.55'
L25	N00°47'04"W	92.30'
L26	N00°47'04"W	58.09'
L27	N00°47'04"W	58.09'
L28	N00°47'04"W	27.33' (SOUTH)
L29	(N00°47'04"W	21.87', D4)
L30	N89°43'43"E	147.71'
L31	(N89°22'52"W	147.72', R-3, O3)
L32	N86°38'12"E	619.99'
L33	N89°41'16"E	179.52'
L34	N89°41'16"E	203.52'
L35	N65°38'25"E	58.94'
L36	N00°47'17"W	32.40'
L37	N55°38'23"E	1763.82'
L38	(N56°31'01"E	1763.86', R-24)
L39	N55°38'23"E	2773.21'
L40	(N56°31'01"E	2773.46', R-24)
L41	N65°38'23"E	39.60'

RECEIVED BY
 Umatilla County Surveyor
 Date: 11/15/2013
 Rec'd By: G. R. Roberts
 No.: 13-071-C

UMATILLA COUNTY ROAD DEPARTMENT
 9420 WESTGATE PENLETON, OR 97801
 PHONE: (541) 278-5424

LOOP ROAD RIGHT OF WAY MONUMENTATION SURVEY
 LOCATION:
 SOUTHEAST 1/4 OF SECTION 12
 TOWNSHIP 4 NORTH RANGE 28 EAST, WM.
 &
 SOUTHWEST 1/4 OF SECTION 7
 TOWNSHIP 4 NORTH RANGE 29 EAST, WM.
 DATE OF SURVEY: NOVEMBER, 2012
 MONUMENTS SET FEBRUARY, 2013

REGISTERED PROFESSIONAL LAND SURVEYOR
 Gary R. Roberts
 OREGON
 JUL 20, 1993
 GARY R. ROBERTS
 2627
 RENEWS 12/31/2014

