

**CERTIFIED RECORD OF LAND CORNER MONUMENTATION**

**HISTORY OF ORIGINAL CORNER ESTABLISHED:**

Corner originally established by David P. Thompson under GLO contract no. 103, dated September 3, 1863. Surveyor General field notes state:

Set post for corner to secs. 3, 4, 9 and 10 in mound of earth with pits, trench, charred stake as per instructions.

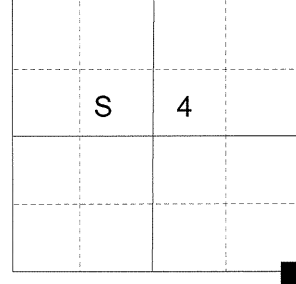
Old Book Survey Page 191, dated October 14, 1889 by Kimbrell finds no remaining evidence of corner and resets the corner by proportion. Field notes state:

Set 4x13x24 (stone) for corner to Secs. 3, 4, 9 and 10.

Old Book Survey Page 260, dated August 1890 by J.L. Curtis, ties the railroad track to this corner where he shows it falling 134 feet North and 100 feet West of the railroad track.

A right-of-way and track map for the Oregon-Washington Railroad and Navigation Company, dated June 30, 1916 shows the corner falling 134 feet North of Station 797+48.0 and 100 feet West of Station 799+15.0.

T 1 S R 39 E E-13



**DESCRIPTION OF CORNER EVIDENCE FOUND:**

I establish a search position by first establishing stationing by retracement of the railroad and using distance intersection from the stations, as per the OWR&N right of way map to place the corner. Position falls in an area under cultivation. I find no remaining evidence of the corner monument.

SEE SURVEY NUMBER 006-2017

**DESCRIPTION OF MONUMENT AND ACCESSORIES I ESTABLISHED**

**TO PERPETUATE THE ORIGINAL LOCATION OF THIS CORNER:**

At position determined by distance intersection from record railroad stations, I set a 5/8" x 30" iron pin with 2 1/2" brass cap, marked as shown below, 50 inches in the ground, from which:

**NEW BEARING OBJECTS:**

- A 5/8" x 15" iron pin bears North 71°27'26" East, a distance of 79.42 feet, with 1 1/2" aluminum cap marked UNION COUNTY SURVEYORS RP 1. Pin falls at the toe of the slope from the field to the railroad.
- A 5/8" x 15" iron pin bears South 10°14'56" East, a distance of 64.40 feet, with 1 1/2" aluminum cap marked UNION COUNTY SURVEYORS RP 2. Pin falls at the toe of the slope from the field to the railroad.
- A 5/8" x 15" iron pin bears North 80°36'47" West, a distance of 378.62 feet, with 1 1/2" aluminum cap marked UNION COUNTY SURVEYORS RP 3. Pin falls approx. 10 feet North of a "PASSING LANE ONE MILE" sign in the gravel shoulder on the highway.
- A 5/8" x 15" iron pin bears North 50°30'30" West, a distance of 393.97 feet, with 1 1/2" aluminum cap marked UNION COUNTY SURVEYORS RP 4. Pin falls in the gravel shoulder of the highway.

Top of the brass cap is below grade approx. 20 inches. I hereby certify that the corner was monumented March 23, 2017.

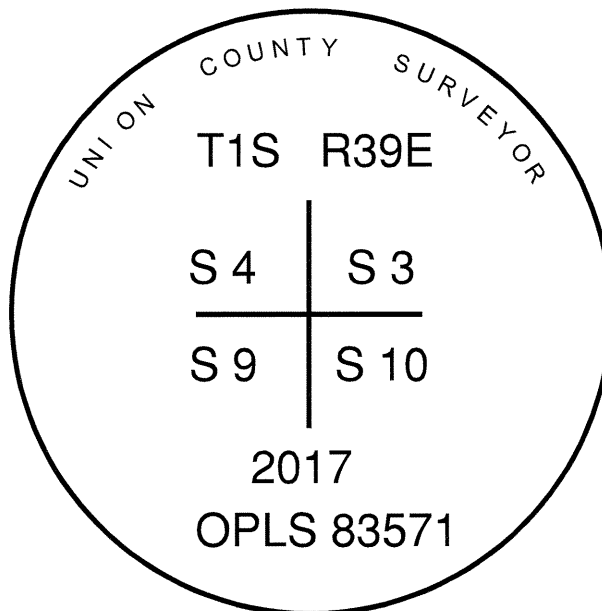
**UNION COUNTY SURVEYOR**

Date Received 3/24/17

Date Filed 3/24/17

Filed By [Signature]

File Number 002-2017R



**REGISTERED PROFESSIONAL LAND SURVEYOR**

[Signature]

OREGON  
June 2, 2010  
JEFFREY S. HSU  
83571

Renewal Date: June 30, 2017

I used a RTK GPS in the establishment of the accessories. Basis of Bearings is as per Survey Number 006-2017.

# HORIZONTAL CONTROL DATA

## UNION COUNTY, OREGON

### OREGON STATE PLANE, NORTH ZONE (3601)

STA NAME: 2017002

SECTION CORNER COMMON TO SECTIONS 3, 4, 9 AND 10

TWP. 1 S. RGE. 39 E.

GEODETIC COORD: NAD 83(91)

DATE TIED: March 23, 2017

LAT: 45 ° 30 ' 1.46590 " N

SURVEYOR: RICK G. ROBINSON  
OPLS 2219

LONG: 117 ° 55 ' 54.80275 " W

FIRM: BAGETT, GRIFFITH, & BLACKMAN  
2006 ADAMS AVENUE  
LAGRANDE, OR 97850  
(541) 963-6092

SP. COOR: NAD 83(91)

N: 678999.794 INT FT.

E: 8860451.075 INT FT.

TYPE: GPS

THETA: 1 ° 49 ' 16.5646128 "

ORDER: SECOND CLASS: 1

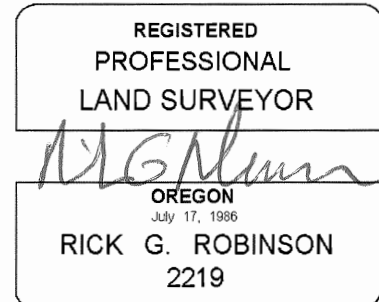
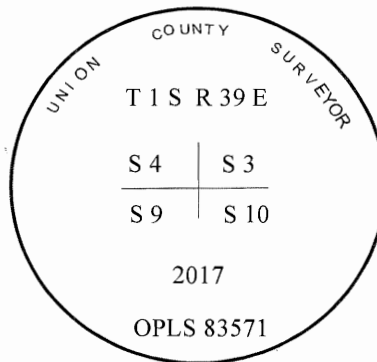
SCALE FACTOR: 0.9999113139

ELEV: 2688.57 US FT.

ELEV: DATUM: NGVD 29

COMMENTS:

5/8" iron pin with 2 1/2" brass cap marked  
as shown, in farmed field, 20" below surface



Renewal Date: December 31, 2018

1 METER = 3.2808333333... US FEET = 39.37 INCHES

1 METER = 3.280839895 INT'L FEET OR 1 INCH = 2.54 CM

TO CALCULATE ELEVATION FACTOR ( IN THE NORTH AMERICAN CONTINENT)

DIVIDE 20,906,000 BY (20,906,000 + ELLIPSOID ELEV. IN FEET)