

BASIS OF BEARING

The forward bearing as published by the U.S.C. and G.S. from Δ College to Δ Valley, dated 1946

REFERENCE MATERIAL

Plat of Ronde Valley Addition
Survey Number 93-79
Oregon State Highway drawing nos.;
5B-2-7
6B-13-20

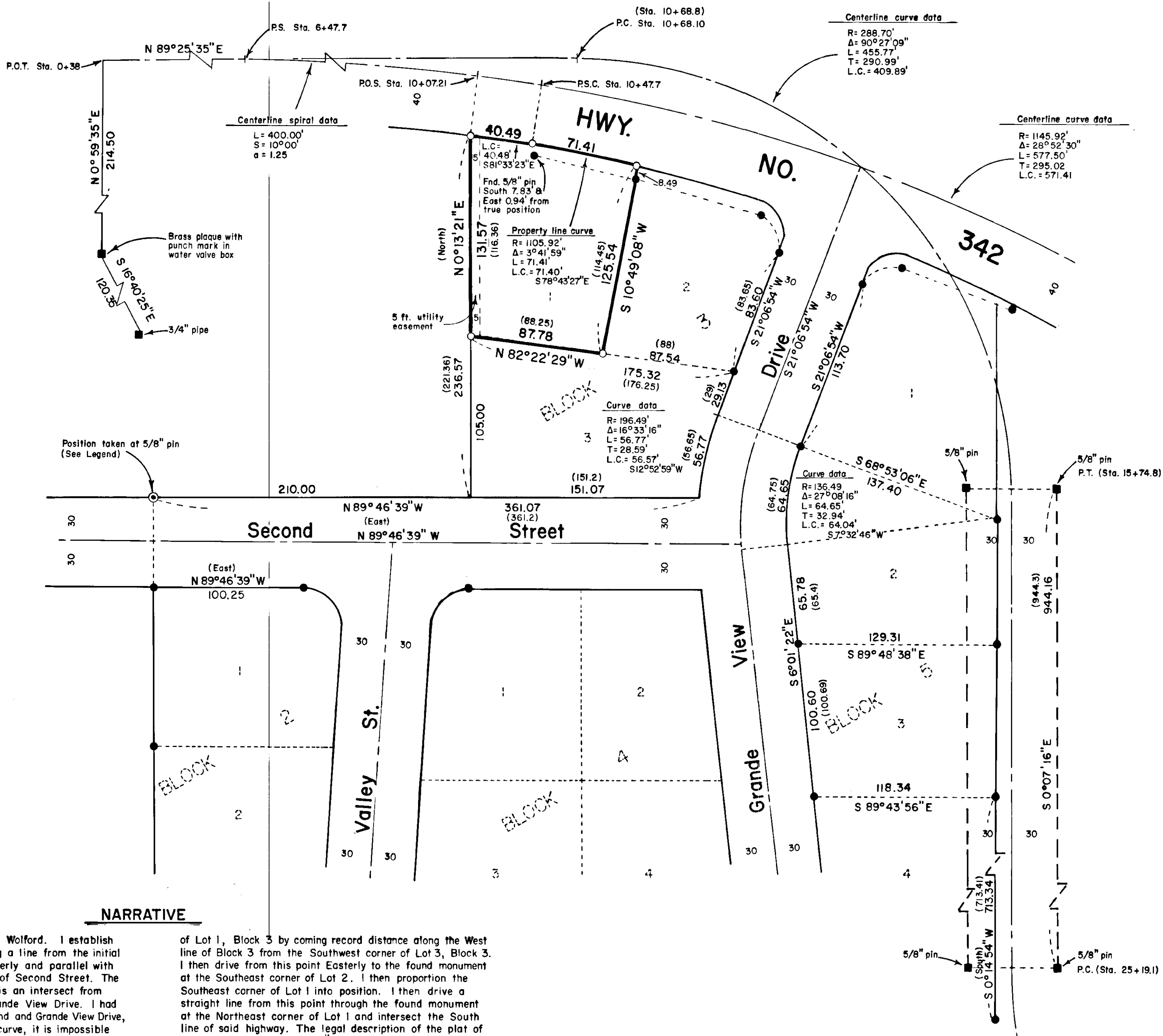
LEGEND

- ⊙ Found initial point of Ronde Valley Addition, a 5/8" iron pin inside a 2" iron pipe, both driven 6" below the ground
- Found 5/8" iron pin set by Ronde Valley Addition
- Found monument as described, as per survey number 93-79
- Set 5/8" x 30" iron pin with plastic cap marked BGA SURVEY MARKER
- () Record bearing and distance
- Centerline

NARRATIVE

This survey was ordered by Fred Wolford. I establish the South line of Block 3 by driving a line from the initial point of Ronde Valley Addition, Easterly and parallel with the found pins along the South line of Second Street. The Southeast corner of Lot 3, Block 3 is an intersect from the initial point to the curve along Grande View Drive. I had some problems with this curve at Second and Grande View Drive, in that using the central angle of said curve, it is impossible to arrive at the recorded data on the plat. I establish the central angle by intersecting the bearings from the found pins shown. The West line of Lot 1, Block 3 is established by projecting a perpendicular line from the North line of Second Street at call distance from the initial point. I establish the Northwest corner of Lot 1, Block 3 by intersecting the West line of Lot 1 and the South line of Highway 342. (Island City to Cove). I find major differences with the location of this right of way line on the Ronde Valley plat. I locate the constructed centerline of said highway from Oregon State Highway drawing 5B-2-7 and survey number 93-79 and throw all of the error in Block 3 along the right of way line where it occurred. I therefore establish the Southwest corner

of Lot 1, Block 3 by coming record distance along the West line of Block 3 from the Southwest corner of Lot 3, Block 3. I then drive from this point Easterly to the found monument at the Southeast corner of Lot 2. I then proportion the Southeast corner of Lot 1 into position. I then drive a straight line from this point through the found monument at the Northeast corner of Lot 1 and intersect the South line of said highway. The legal description of the plat of Ronde Valley Addition calls "to the South line of the Island City - Cove Highway". Therefore the intent was to subdivide to the highway. I also find major problems with the curve data on the old original highway. I establish the P.I. and central angle by intersecting the centerlines as established by survey number 93-79. I then use the tangent distance from the monument at the Oregon State Highway Department P.T. Station 15 + 74.8. I then apply the same tangent distance back Westerly toward Island City which shortens the P.C. Station by 0.7 feet to Station 10 + 68.1. I have therefore fit the curve to the existing monuments on the ground. I find no other problems with this survey.



UNION COUNTY SURVEYOR
Date Received 4-1-85
Date Filed 4-2-85
By G. LANGRISH, Deputy
File No. 8-85

REGISTERED PROFESSIONAL LAND SURVEYOR
Gregory T. Blackman
OREGON
JULY 13, 1975
GREGORY T. BLACKMAN
991

BAGETT - GRIFFITH & ASSOCIATES La Grande, Oregon		
Map of Survey Lot 1 Block 3 Ronde Valley Addition Island City UNION COUNTY, OREGON		
SURVEYED FOR	Fred Wolford	
SURVEYED BY	G. T. B.	3/85
Scale: 1" = 50'	Drawn by: R.G.R.	3/85