



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

- LEGEND**
- Found monument as described
 - ▲ Found 5/8" iron pin set by survey no. 18-77
 - Found 5/8" iron pin with plastic cap set by survey number 41-84
 - Set 5/8"x30" iron pin with plastic cap marked BGA SURVEY MARKER
 - () Record distance
 - Existing fenceline

NARRATIVE

This survey was ordered by John Collins of Ranch-N-Home Realty on behalf of Don Keeling. Mr. Keeling owns Lot 5 of May Park Addition. May Park Addition essentially subdivided the East half of the Northwest 1/4 lying North of the Elgin branch of the Union Pacific Railroad. It also appears that a small portion of the NE 1/4 of the SW 1/4 was also included without description, as McWhirter owned all of the aforementioned property. I use the section break on survey number 25-84 to establish the exterior of May Park Addition. I find it to fit very well. I appear that River Street may have been established using the 1/64 line as the West line of the right of way. I find that several surveys have all established the West line of River Street. These pins will be about 1.3 feet West of the 1/64 line. I therefore yielded to keeping harmony with the existing monuments along the right of way. I find that the tier of West lots are about 1 ft. short of record distance and the East tier is about 1 ft. long. This may be due to the fact that the subdivision preceded many of the government corners. I am using for the section break, I proportion the lot corners on the East line by standard methods from the intersection of the East line of the Northwest 1/4 with the North line of the railroad. I proportion the West lot lines of the subdivision along the West line of the East half of the Northwest 1/4 from the North line of May Street as established by survey number 18-77, to the

computed West 1/16 corner between Sections 4 and 33. I establish the Southeast corner of lot 12 by intersecting the North line of May Street as established by survey number 18-77 and a straight line from the 1/64 corner on the township line to the corner established on the North line of the railroad by survey number 41-84. This line is harmonious with the other surveys along the West line of River Street. I then use a standard proportion to establish the lot corners of lot 12 to the 1/64 corner. I establish the Southwest corner of lot 11 also by intersect using a parallel line 40 feet East of the West right of way line and again using the North line of May Street. I establish the Northwest corner of lot 4 by intersecting a line between the Southwest corner of lot 1 and the Southeast corner of lot 1 and intersect that line with a line 40 feet East of and parallel with the established West line of River Street. I then use a standard proportion to establish the lot corners between the Southwest corner of lot 11 and the Northwest corner of lot 4. I find that the road along the South line of lot 5 was transferred to Caviness shortly after the filing of May Park Addition. Therefore the entire road came off of lot 8 in my opinion. I created two lots of one acre each on the East end of lot 5. I find no other unusual conditions on this survey.

REFERENCE MATERIAL

- Original plat of May Park Addition
- Survey Number 66-70
- Survey Number 56-73
- Survey Number 18-77
- Survey Number 3-78
- Survey Number 25-84
- Survey Number 41-84

UNION COUNTY SURVEYOR
 Date Received 8-20-85
 Date Filed 8-26-85
 G. LANGRISH DEPUTY
 File No. 18-85

REGISTERED PROFESSIONAL LAND SURVEYOR
Gregory J. Blackman
 OREGON
 GREGORY J. BLACKMAN
 991

BAGETT - GRIFFITH & ASSOCIATES La Grande, Oregon		
Map of Survey Parcels in Lot 5 May Park Addition La Grande UNION COUNTY, OREGON		
SURVEYED FOR	Don Keeling	
SURVEYED BY	G.T.B.	8/85
Scale: 1" = 100'	Drawn by: R.G.R.	8/85