

Boundary Line Adjustment Survey

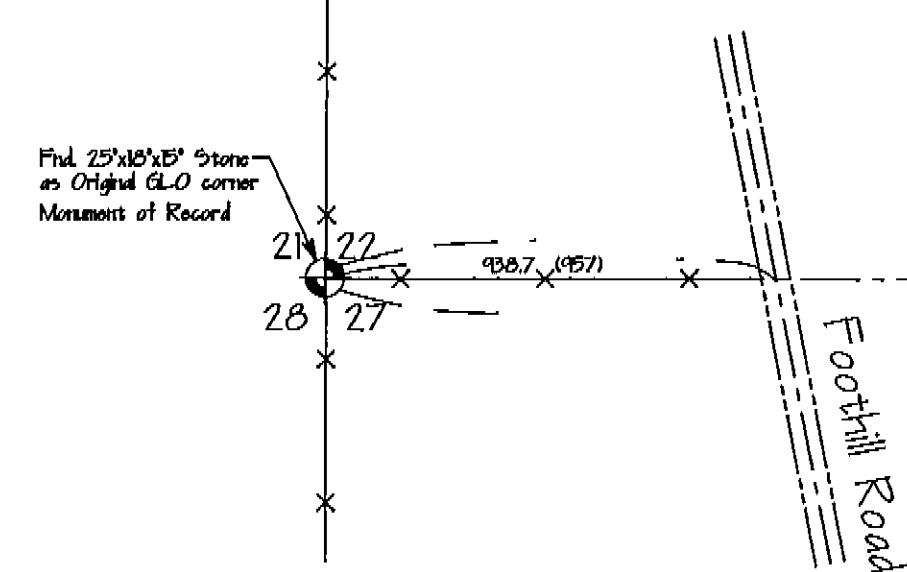
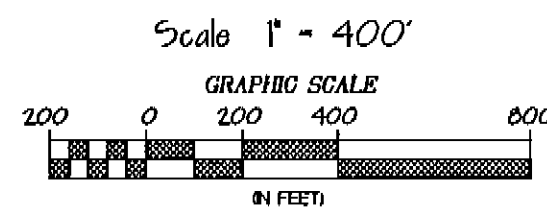
This property is located in the North 1/2 of Section 26,
Township 3 South, Range 38 East in the Willamette Meridian
all in Union County, Oregon

Basis of Bearing

Forward Bearing as published by U.S.G. and
G.S. From Δ College to Δ Valley Dated 1946)

Legend

- ⊙ Set 5/8" x 30" Rebar with plastic cap marked 'City of La Grande'
- ⊕ Found G.L.O. Corner Monument as described
- Found Alim. Gap with rebar set by ODOT by G.S. #4B-11B
- Found 5/8" Rebar by G.S. 31-83
- Existing fence line
- () Original G.L.O. called distance or bearing



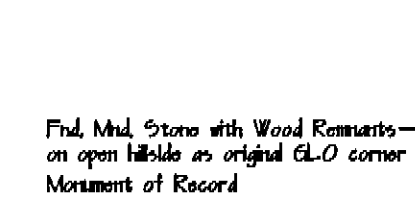
Narrative

This survey was done at the request of the City of La Grande and the Oregon Department of Fish and Wildlife to establish 132.0 acres south of the La Grande waste water treatment plant owned by the ODFW for the purposes of exchanging with property the city owns east of Pierce Lane containing approximately 132 acres. Since the I-84 was well established with monumentation the westerly line was well defined. The southerly line was to be east-west and adjusted in location to fit the 132.0 acres with the east line being the westerly right-of-way line of Pierce Lane. The north line being restricted by the section line left only the right-of-way of US 30 and the boundary of D & K Auto wrecking as the remaining controlling factors. Since the auto wrecking yard is a divisional breakdown of the section, the shown found monuments were crucial for the location of this property boundary establishment. The shown G.L.O. corners were used in utilizing the double and single proportioning methods as recognized in the 'Manual of Surveying Instructions 1973' for the reestablishment of proportioned corners. I reviewed the conflicting corner established on the south line of section 24 and chose to use those monuments as established by county survey #1-74 as the correct monuments. I did this because of the procedure used. I find the conflicting monuments were established by centering the road. I have found that other roads in the area have not been centered on the roadways so the validity is not necessarily applicable to this area. After determining the evidence to be evaluated, the sections were broke down and the corners were established as shown. I do believe I may have found the original post for the west 1/4 corner of section 35. The post was originally found when Ladd Marsh was dry. When we went back to evaluate and tie location, the water level had risen three feet. We spent a considerable amount of time to try to find this post under water but could not. Since this area is under water for about 10 months, I chose to use the section corner to the south so that I may complete this survey. I found the existing fence lines for the most part followed the original G.L.O. lines. As I proceeded in breaking down the section to establish the auto wrecking yard, I found the fences to be out of position as shown. No other problems were encountered and the survey was completed as shown.

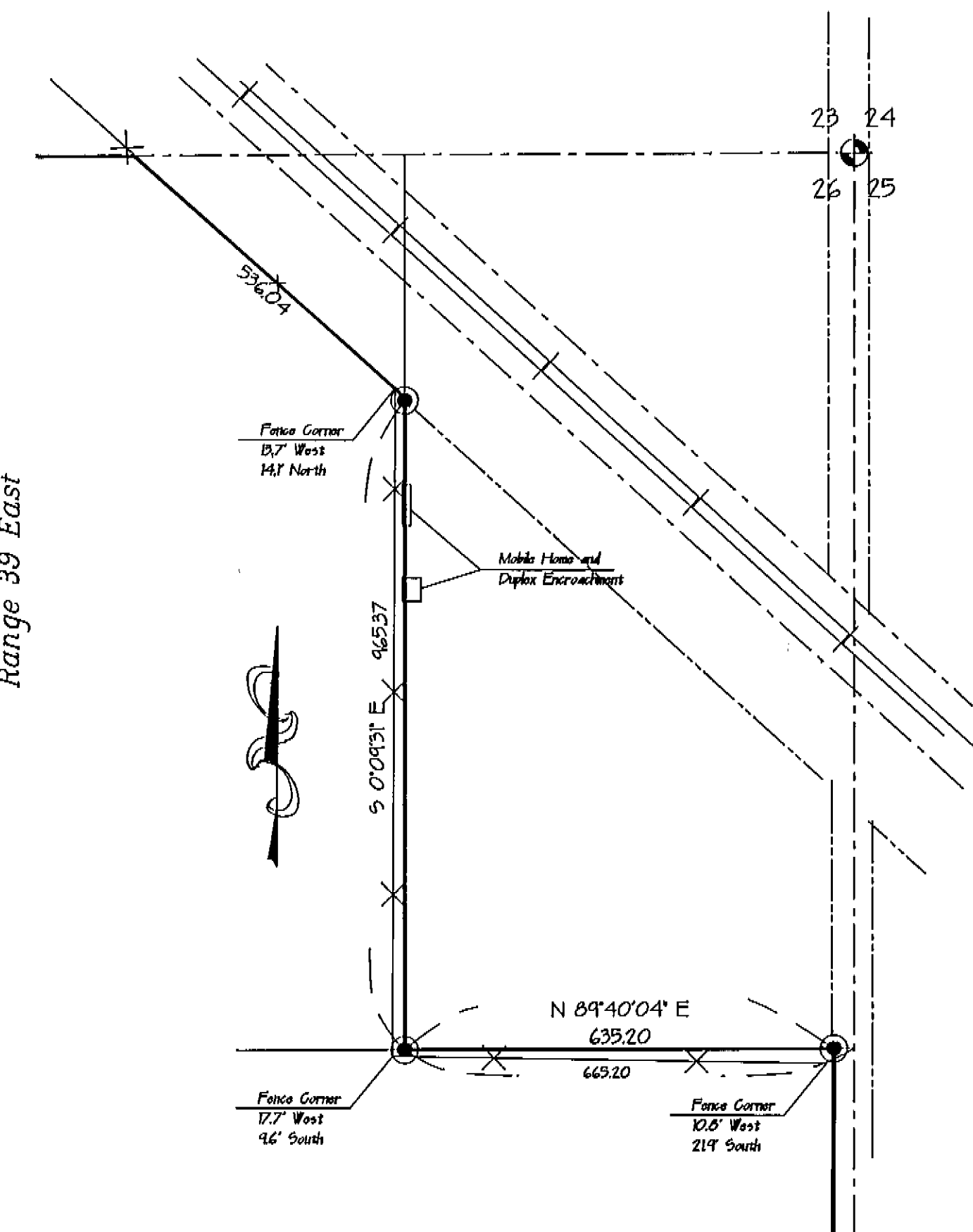
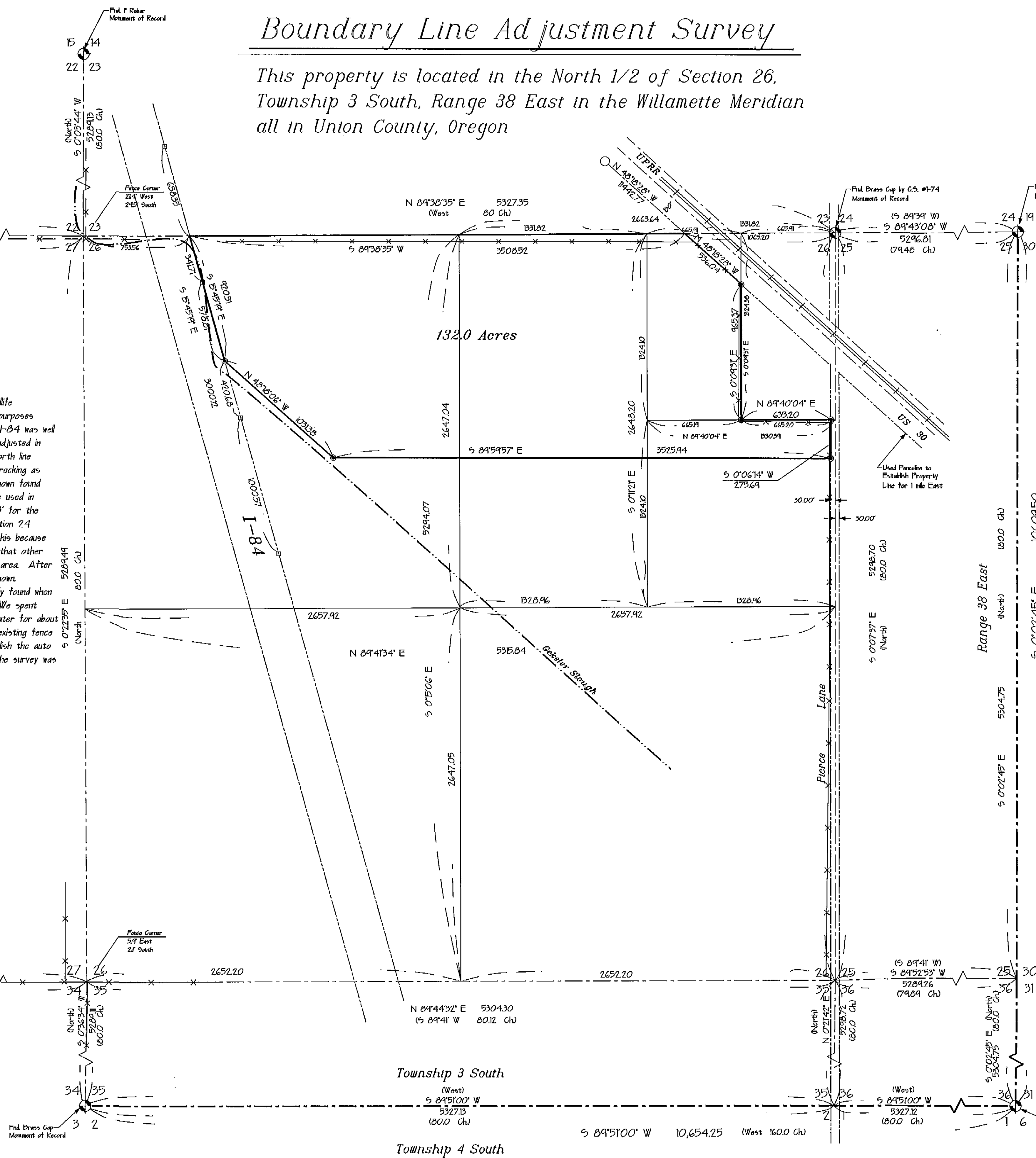
REGISTERED PROFESSIONAL LAND SURVEYOR
Norman J. Paulus Jr.
OREGON
Norman J. Paulus Jr.
1952
Expires December 31, 1996

References

- ODOT Map #4B-1-84
- ODOT Map #4B-12-3
- G.S. #1-74
- G.L.O. Notes & Monuments
- M.F. #103444
- Dead Book 145, Page 23
- Preliminary Title Report #34994
- G.S. 31-83



| | |
|---------------------|---------------------|
| DRAWN BY: N.P. | DATE: 2-5-96 |
| CHECKED BY: [Blank] | DRAWING NO: [Blank] |
| SHEET: 1 OF 1 | [Blank] |



Detail Map Scale 1" = 200'

UNION COUNTY SURVEYOR
Date Received: 2-7-96
Date Filed: 2-8-96
By: R. Robinson, Deputy
File No: 007-1996