

BASIS OF BEARING

Solar observation taken at the Northwest corner of Section 19, Township 4 South, Range 40 East of the Willamette Meridian.

SCALE: 1"=1000'

REFERENCE MATERIAL

Microfilm Number 996605 Microfilm Number 155912
 Microfilm Number 128810 Microfilm Number 145419
 Microfilm Number 150104 Microfilm Number 114486
 Microfilm Number 157350

Surveys

Survey Number 076-81 Survey Number 027-90
 Survey Number 040-2002 Survey Number 07-2003
 Survey Number 32-1999 Survey Number 37-76
 Old book Page 7 Old book Page 91
 Old book Page 99
 Oregon State Highway Drawing No. 4B-12-3
 GLO Notes and Union County Remonumentation Records

NARRATIVE

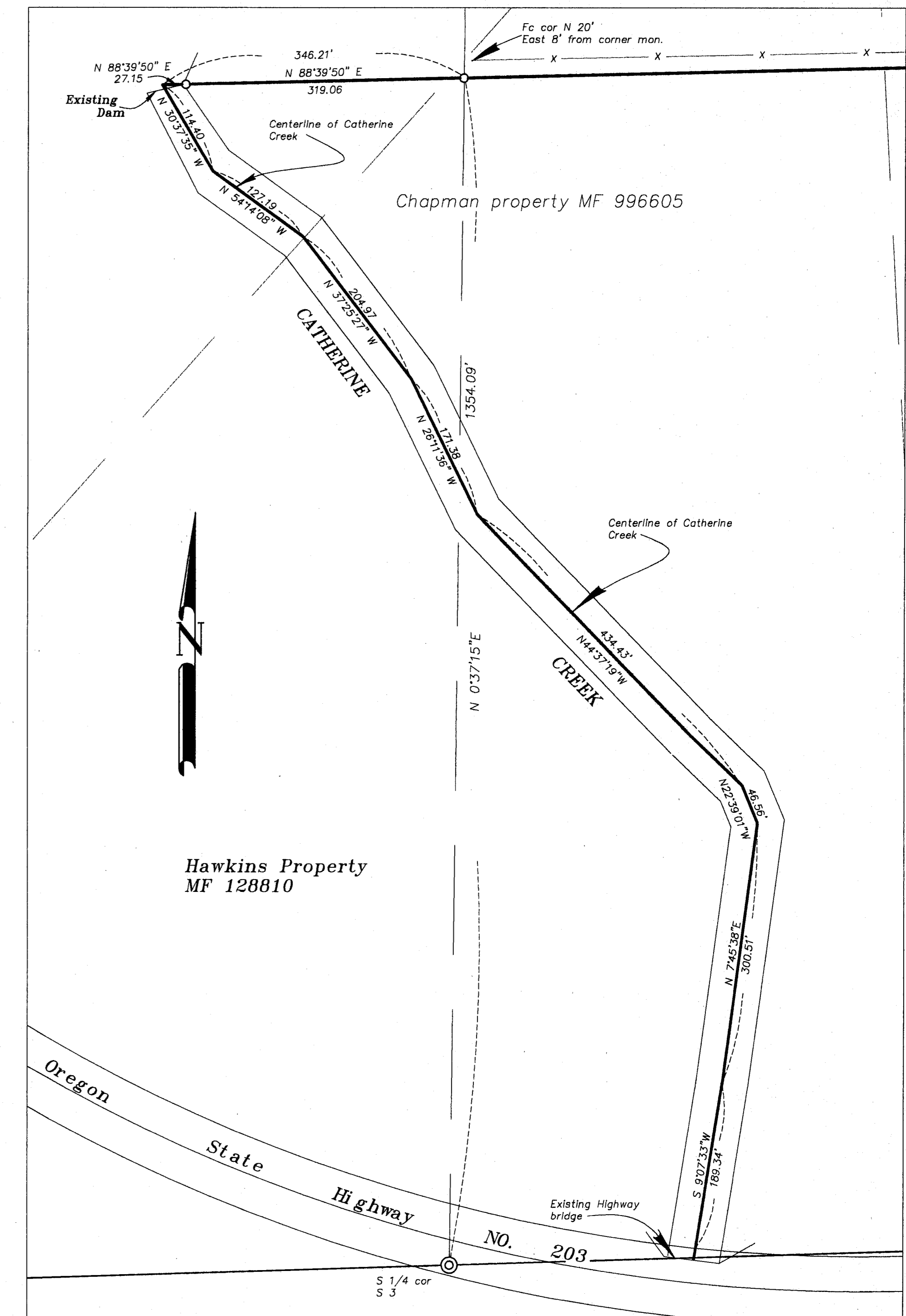
This survey was ordered by Sherman Hawkins and Allen Chapman. The purpose of the survey was to determine the correct location of the North line of the South half of the Southeast Quarter, and the North line of the South half of the Southwest Quarter of Section 3. The existing fence appeared to the eye to be about 70 feet too far North when comparing the alignment with Highway 203 to the West. I find the Northwest corner, the West 1/4 corner, and the Southwest corner of Section 4 to be in place as documented in previous surveys. I find that there are not many fences in existence within the sections that I needed to break. I locate the Southwest corner of Section 3 by using the remains of an old fence corner, that ran West and North and South that was shown to me by Bill Hawkins. Bill Hawkins stated that the fence existed at the time he purchased the land situated in the Southeast Quarter of Section 4, and that he took the fence out. He also described to me that the old fence running North and South ran within a foot West of some remaining power poles that are still in place. At the time of my visit I could still see a slight berm formed by years of tilling the ground. I feel that this position was the best evidence of the position of the Southwest Corner of Section 3. I also find existing corners at the Northeast and Southwest corners of Section 1, the South 1/4 corner of Section 1 and the East 1/4 corner of Section 11, and the Southwest corner of Section 14. I accept the intersection of the centerline of Miller Lane and the projection of a North-South fence for the best evidence of the position for the Southwest corner of Section 11. There is only a fence running North from Miller Lane at this position, however there is another fence running South from Miller Lane approximately 240 feet to the East of the true corner position. The corners along the North line of the township were placed considering the centerline of Woodruff Lane as being on the township line. I find that the descriptions for County Road Number 104 and 675, which were portions of Woodruff Lane, described the centerline of the roads as running along the section lines. I find no documentation on the existence of Woodruff Lane from Hawkins Road to Goadley Road. I had a discussion with Loren Brown, who keeps the records of the County Roads at the County road department, and he could not find a petition or documentation either. Loren talked with the assistant road master who said that he remembers conversations with some of the old county equipment operators that said the road was built along an old windrow cow path. The property owners said go ahead and build the road, we will give you the right of way, however nothing has been recorded. I believe that the location of the road was intended to be centered along the township line, and I use the existing centerline of the road as the best evidence of the township line. I set the Northeast corner of Section 2 at the intersection of a line parallel to and 30 feet East of an existing fence line running North along the West line of Goadley Road, and the centerline of the existing Woodruff Lane. I set the Northwest corner of Section 3 at a point 30 feet South of an existing railroad rail fence corner set in concrete. This position fits very harmoniously with the centerline of the existing road. I place the North 1/4 corner of Section 3 at the intersection of the centerlines of Woodruff Lane and Hawkins Road. I then place the Northwest corner of Section 3 at a position equal to and on the same alignment as the distance and bearing from said North 1/4 corner of Section 3. You will note that there is an existing fence line near the Northwest corner of Section 3 that I did not use to place this corner. Sherman Hawkins told me that he had built the fence about 3 years ago. I felt that the fence did not have the standing to influence the placing of the corner. I place the Southwest corner of Section 3 by double proportion, and find that it falls in the center of Highway 203. I set a Witness Corner along the South side of the Highway, being South 0°35'06" East a distance of 30.00 feet from the true corner position. I single proportion the South, East and West 1/4 corners of Section 3 as per the 1973 BLM Manual and monument the Center 1/4 corner in the prescribed manner. I then place the Northwest and Northeast corners of the South half of the Southeast Quarter. I tied the Easterly edge of Catherine Creek from the intersection of the North Line of the South Half of the Southwest Quarter of said Section 3, southerly to the Highway 203 bridge crossing Catherine Creek. I place the centerline of Catherine Creek parallel to my tied line and 30.00 feet westerly of the tied East line of Catherine Creek which is the true division between Hawkins and Chapman. I locate the centerline of Highway 203 by tying the pavement centerline. Highway drawing number 4B-12-3 shows monuments set at curve points along the relocated curve between highway Stations 492+40.3 and Station 511+82.8 bk. I found only two monuments at station 492+40.3 and no others. I found SHRW markers at the positions by no monuments as stated on the drawing. I had the curve information as stated on drawing 4B-12-3 for the relocated curve and establish the spirals and circular curve as described. I find that the original circular curve (curve #2) information does not fit the existing road on the ground. I establish a delta angle as the road exists for the second curve and hold the degree of curve (3°) as described on the highway drawing and develop the curve. I find that the centerline of the highway actually runs through the position for the true Southeast corner of section 3. I find no other unusual conditions on this survey.

Curve Data

Centerline Curve No. 1	Centerline Curve No. 2
10' C. R.	Δ = 45°10'20"
Δ = 41°59'	R = 1907.32
T = 219.8'	D = 3'00"
	L = 1503.74'
500' Spiral both ends	LC = 1465.09'
S = 7°30'	S 70°29'20" E
a = 0.6	

LEGEND

- Found 2" aluminum pipe with cap as per Union County Remonumentation Record
- ⊙ Set 2 1/2" aluminum pipe with aluminum cap, remonumentation records filed separately
- Set 5/8"x30" iron pin with plastic cap marked "BGB SURVEY MARKER"
- ▲ Find iron rod with aluminum cap marked ODOT documented by 4B-12-3
- Existing fence line
- - - Centerline of Street
- [] Record GLO bearing or distance



DETAIL "A"
 SCALE: 1"=100'

UNION COUNTY SURVEYOR
 Date Received 8/26/04
 Date Filed 8/26/04
 By R. ROBINSON DEAN
 File No. 024-2004

REGISTERED PROFESSIONAL LAND SURVEYOR
 Signature: Gregory T. Blackman
 OREGON JULY 13, 1973
 GREGORY T. BLACKMAN
 981
 Renewal Date: Dec. 31, 2005

BAGETT, GRIFFITH & BLACKMAN
 2006 Adams Avenue, LaGrande, Oregon
 Map of Survey
 Situate in the Southeast Quarter, and the Southeast Quarter of the Southwest Quarter of Section 3, Township 4 South, Range 39 East of the Willamette Meridian
 Union County, Oregon
 SURVEYED FOR S. Hawkins Inc. & Allen Chapman
 SURVEYED BY GTB 6/10/04
 Scale: 1" = 1000 ft. Drawn by: GTB 8/13/04