

CENTER 1/4 CORNER
SECTION 27
POINT NO. 1006
N 651577.04
E 8411812.84

S 89°26'39" W 1824.93'
S 89°26'39" W 2617.47' (COR-COR) (A)
1793.70' TO C/L HWY. 207
1793.71' TO CL OF HWY (1792.03'-R22)

SEE SHEET 2

7.536 ACRES
(7.60 ACRES-R5)

LINDA DUNAWAY

SURVEY DATUMS

THE BEARINGS SHOWN HEREON ARE GRID, BASED ON THE OREGON PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83 (CORS 96) (EPOCH: 2002.0000). AT "USCGS BENCHMARK Y 516 1959", THE ROTATION FROM GRID BEARINGS TO GEODETIC BEARINGS IS 0°34'53.5" CLOCKWISE. THE COORDINATES SHOWN HEREON ARE BASED ON A LOCAL DATUM PLANE, (LDP), RESULTING FROM A MODIFICATION OF THE OREGON PLANE COORDINATE SYSTEM, NORTH ZONE, NAD83 (CORS 96) (EPOCH: 2002.0000). STATE PLANE COORDINATES FOR CONTROL POINT "Y516" (N=652456.1279 E=8412523.8699) WERE DETERMINED BY AN OPUS SOLUTION OF GPS SATELLITE OBSERVATIONS AT THAT POINT. TO RETURN THE LDP COORDINATES TO GRID COORDINATES MULTIPLY BOTH THE NORTH AND EAST COORDINATE BY THE COMBINED PROJECT SCALE FACTOR OF 0.99990630. DISTANCES SHOWN ARE GROUND DISTANCES.

REFERENCE DOCUMENTS

- DEED RECORDS OF MORROW COUNTY, OREGON**
 R1-DEED BOOK 1, PAGE 437 (THOMPSON TO NICHOLS, JAN., 1904)
 R2-DEED BOOK 34, PAGE 281 (NICHOLS TO MORROW COUNTY, JUNE, 1921)
 R3-DEED BOOK 35, PAGE 243 (GENTRY TO NICHOLS, FEB., 1922)
 R4-DEED BOOK 48, PAGE 267 (NICHOLS TO STATE OF OREGON, FEB., 1944)
 R5-DEED BOOK 49, PAGE 147 (NICHOLS TO STATE OF OREGON, OCT., 1945)
 R6-DEED BOOK 49, PAGE 332 (NICHOLS TO NEWPORT, KERN & KIBBE, APRIL, 1946)
 R7-DEED BOOK 50, PAGE 607 (NICHOLS TO PACIFIC POWER & LIGHT CO., DEC., 1947)
 R8-DEED BOOK 55, PAGE 219 (NICHOLS TO STATE OF OREGON, APRIL, 1952)
 R9-DEED BOOK 55, PAGE 179 (KERN & KIBBE TO NEWPORT CONSTRUCTION CO., MARCH, 1952)
 R10-DEED BOOK 72, PAGE 31 (NEWPORT CONSTRUCTION CO. TO UTAH CONST. AND MINING CO., APRIL, 1695)
 R11-DEED BOOK 73, PAGE 456 (UTAH CONST. AND MINING CO. TO STATE OF OREGON, JULY, 1966)
 R12-DEED DOCUMENT M-393 (DOCUMENT NO. 101530) (NICHOLS TO STATE OF OREGON, FEB., 1968)
 R13-DEED DOCUMENT M-10059 (NICHOLS TO COLUMBIA BASIN ELECTRIC COOP. (AUGUST, 1976)
 R14-DEED DOCUMENT M-23698 (STATE OF OREGON TO MORROW COUNTY, AUGUST, 1984)
 R15-DEED DOCUMENT M-23785 (COLUMBIA BASIN ELECTRIC COOP. TO MORROW COUNTY, AUGUST, 1984)
 R16-DEED DOCUMENT M-27963 (NICHOLS TO COLUMBIA BASIN ELECTRIC COOP. (DECEMBER, 1986)
 R17-DEED DOCUMENT M-31229 (NICHOLS TO PACIFIC NW BELL TELE. CO., JUNE, 1988)
 R18-DEED DOCUMENT 2003-7164 (DUNAWAY TO DUNAWAY, MARCH, 2003)
 R19-DEED DOCUMENT 2005-13061 (MORROW CO. GRAIN GROWERS, INC. TO STATE OF OREGON, JANUARY, 2005)
 R20-DEED DOCUMENT 2005-13062 (SCHOOL DISTRICT #12 TO STATE OF OREGON, JANUARY, 2005)

SUBDIVISION AND PARTITION RECORDS OF MORROW COUNTY, OREGON

PLAT OF THE TOWN OF LEXINGTON-1885, (PLAT BOOK 1, PAGE 13)
 PARTITION PLAT 2002-5, (AUGUST, 2002)

SURVEY RECORDS OF MORROW COUNTY, OREGON

- R21-MORROW COUNTY SURVEY NO. D-294-K, (APRIL, 1980)
 R22-MORROW COUNTY SURVEY NO. D-623-K, (JUNE, 1983)
 R23-MORROW COUNTY SURVEY NO. D-842-K, (OCTOBER, 1986)
 R24-MORROW COUNTY SURVEY NO. C-1377-M, (MAY, 2003)
 R25-MORROW COUNTY SURVEY NO. 1527-C, (JUNE, 2008)
 R26-MORROW COUNTY SURVEY NO. 1533-C, (SEPTEMBER, 2008)

ROAD RECORDS OF MORROW COUNTY, OREGON

ROAD PETITION NO. 17, OPENED JUNE, 1886

RECORDS OF THE OREGON DEPT. OF TRANSPORTATION

- DWG. 6B-16-20 LEXINGTON-SOUTH SPRINGS SECTION, LEXINGTON-ECHO HWY., (MARCH, 1945)
 DWG. 6B-21-6 LEXINGTON-UMATILLA CO. LINE SECTION, LEXINGTON-ECHO HWY., (OCTOBER, 1946)
 DWG. 9B-21-10 IONE-LEXINGTON SECTION, HEPPNER HWY-LOCATED LINE, (REV. JANUARY, 1984)
 R27-DWG. 1R-2-1408 STOCKPILE SITE, (NOVEMBER, 1943)
 R28-DWG. 1R-2-1522 STOCKPILE AND QUARRY SITE, (JULY, 1945)
 R29-DWG. 1R-5-212 QUARRY SITE, (JANUARY, 1952)
 R30-RIGHT-OF WAY FILE NO. 18717
 RIGHT-OF-WAY FILE NO. 11154

ORIGINAL PUBLIC LAND SURVEY (GLO)

SUBDIVISIONS OF T.1S., R.25E. BY THOMPSON & PENGRA, CONTRACT NO. 116, COMPLETED MAY 28, 1867

MAP OF SURVEY
 LEXINGTON NORTH QUARRY
 NW1/4-SEC. 26, NE1/4-SEC. 27
 T. 1 S., R. 25 E. W.M.
 MORROW COUNTY, OREGON

OREGON DEPARTMENT OF TRANSPORTATION, REGION 5 LA GRANDE, OREGON

| | | |
|----------------------------------|---|-------|
| SCALE: 1"=100' | ENGINEERING SURVEYING NATURAL RESOURCES 1001 N. FIR STREET, LA GRANDE, OR., 97080 (541) 963-6300 | SHEET |
| DATE: AUGUST, 2011 | | 1/5 |
| JOB NO. 863-211 | | |
| REGISTERED PROFESSIONAL SURVEYOR | | |

REGISTERED PROFESSIONAL SURVEYOR
 OREGON
 JAN. 20, 1998
 MICHAEL B. POSADA
 02849 LS
 RENEWS 12/31/2012
 DATED: 08-29-11

CURTIS J. PAPINEAU
 DEED 2009-25220

LEGEND

- ▲ INDICATES A 5/8"X30" IRON ROD, (REBAR), WITH A 1 1/2" ALUMINUM CAP MARKED "APA OR2849 WA41295", SET THIS SURVEY.
- Ⓢ INDICATES A FOUND STRATEGIC CONTROL POINT AS DESCRIBED. THESE POINTS AND THE ASSOCIATED COORDINATE VALUES WERE PROVIDED BY THE OREGON DEPT. OF TRANSPORTATION. REFER TO THE SURVEY DATUMS STATEMENT.
- INDICATES A FOUND SURVEY MONUMENT AS DESCRIBED. COORDINATES, IF SHOWN, WERE DETERMINED THIS SURVEY BY ANDERSON-PERRY & ASSOC., INC.
- (R1) INDICATES A REFERENCE DOCUMENT DESIGNATION. REFER TO THE REFERENCE DOCUMENT LISTING.
- (A) (A) INDICATES A RECORD DIMENSION AS CITED OR A TABLE DESIGNATION. REFER TO THE SURVEY DATA TABLE.
- INDICATES AN INTERIOR PARCEL BOUNDARY.
- INDICATES AN EXTERIOR PARCEL BOUNDARY WHICH WAS POSTED THIS SURVEY. REFER TO BOUNDARY POSTING STATEMENT.
- - - - - INDICATES A ROADWAY RIGHT-OF-WAY LINE
- - - - - INDICATES THE PHYSICAL CENTERLINE OF AN EXISTING ROADWAY.
- - - - - INDICATES THE APPROXIMATE EDGE TO AN EXISTING TRAVELLED WAY.
- INDICATES AN EXISTING OVERHEAD ELECTRICAL LINE WITH GUY ANCHORS.
- ◇— INDICATES AN EXISTING BURIED TELEPHONE LINE WITH PEDESTAL.
- X— INDICATES AN EXISTING FENCE LINE.

SURVEY DATA TABLE

- (A) FD. 2 1/2" BRASS CAP IN MONUMENT CASE, 0.5' BELOW ROADWAY SURFACE AT THE INTERSECTION OF MAIN ST. AND C ST., MKD: "ORIGINAL TOWN OF LEXINGTON 1980 PLS 933". SEE R21, R24, R25, R26, DWG. 9B-21-10.
- (B) FD. 2 1/2" BRASS CAP IN MONUMENT CASE, 0.5' BELOW ROADWAY SURFACE AT THE INTERSECTION OF MAIN ST. AND F ST., MKD: "ORIGINAL TOWN OF LEXINGTON 1980 PLS 933". SEE R21, R24, R25, DWG. 9B-21-10.
- (C) FD. 1 1/2" DIA. GALV. IRON PIPE, EXTENDING 0.6' ABOVE GROUND AT THE INTERSECTION OF FENCES N-S-E, WITH 2 1/2" BRASS CAP, MKD: "TIS R25E S27 CTR 1/4 1991 PLS 933". SEE R22, R23, R24.
- (D) FD. 1 1/2" DIA. GALV. IRON PIPE, EXTENDING 0.2' ABOVE GROUND, 1.5' S OF CORNER OF FENCES E-W-S, WITH 2 1/2" BRASS CAP, MKD: "TIS R25E 1/4 S26 S27 LS 02817 2000". SEE R22, R23, R24, R26.
- (E) FD. 5/8" IRON ROD (REBAR), FLUSH IN GROUND AND 20.5' SOUTH OF E-W FENCE, WITH PLASTIC CAP, MKD: "GBW WA30440 OR2817LS" SEE R25.
- (F) FD. 5/8" IRON ROD (REBAR), BURIED 0.4' AND AT APPROX. CENTERLINE OF OLD ROADWAY, WITH ALUM. CAP, MKD: "KRUMBEIN ENGR PLS 933" SEE R23.
- (G) FD. 5/8" IRON ROD (REBAR), EXTENDING 0.4' ABOVE GROUND AND IN THE EAST FENCELINE ALONG HWY. 207, WITH ALUM. CAP, MKD: "KRUMBEIN ENGR PLS 933" SEE R22, R23.
- (H) FD. 5/8" IRON ROD (REBAR), FLUSH IN GROUND AND ON THE EASTERLY FILL SLOPE OF HWY. 207, APPROX. 7' WEST OF EAST FENCELINE OF HWY., WITH ALUM. CAP, MKD: "KRUMBEIN ENGR PLS 933" SEE R22, R23.

THE CENTERLINE OF HWY. 207 IS COMPUTED USING THE RECORD DEGREE OF CURVATURE, RECORD DELTA ANGLE, AND RECORD TANGENT LENGTHS, DETERMINED BY SUBTRACTING THE RECORD PT AND PC STATIONS, AS SHOWN ON ODOT DWG. 6B-16-20. SLIGHT DIFFERENCES WILL BE SEEN IN PC AND PT STATIONING DUE TO ROUNDING OF THE ORIGINAL DATA VALUES TO A LOWER PRECISION LEVEL.

STA. 0+00 IS LOCATED S39°17'52"E 0.79' AND S51°09'35"W 7.64' FROM THE PROPORTIONAL INTERSECTION POINT OF MAIN AND E STREETS.

F STREET

POINT NO. 1010
N 650530.24
E 8411949.96

MAIN STREET

E STREET

C STREET

LEXINGTON-ECHO HWY.

RECEIVED BY
 Morrow County Survey
 Date Sept 09 2011
 Rec'd By SKB
 No 1622-C

POINT NO. 1011
N 649597.59
E 8412713.26

SEE SHEET 3

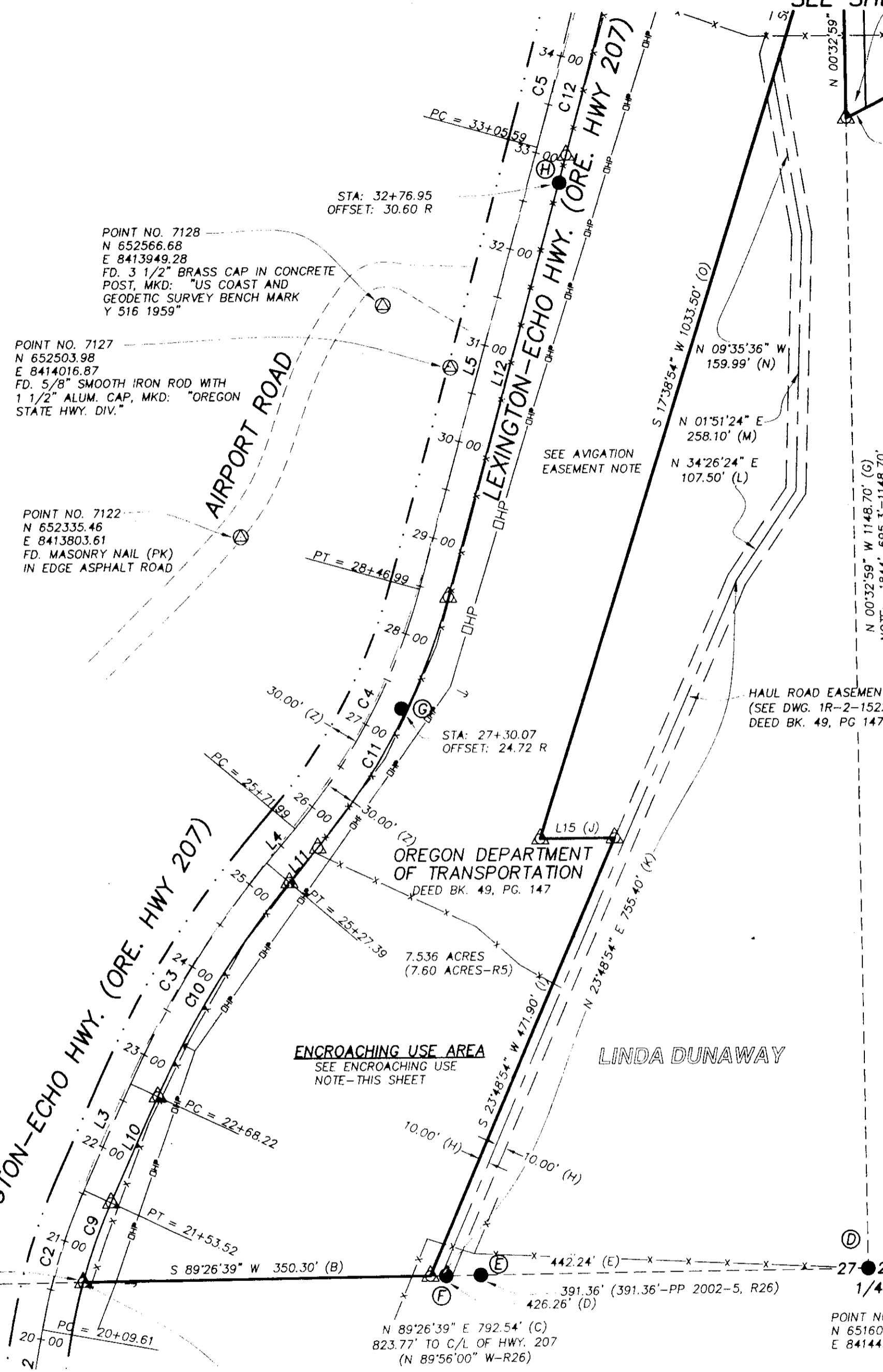


SURVEY DATA TABLE (CONTINUED)

- (I) FD. 5/8" IRON ROD (REBAR), BURIED 0.1', 21' EAST OF FENCELINE, WITH ALUM. CAP, MKD: "KEL PLS 933" SEE R23.
- (J) FD. 3 1/2" BRASS CAP IN CONCRETE POST, MKD: "U.S. COAST & GEODETIC SURVEY BENCH MARK A 517 1959".
- (K) FD. 5/8" SMOOTH IRON ROD, EXTENDING 0.5' ABOVE GROUND, WITH 4"x4" PYRAMID-TOPPED WOOD POST, PAINTED WHITE WITH REMAINS OF MARKINGS "SHRW" APPROX. 1.5' NORTH OF IRON ROD, ORIGIN UNKNOWN. SEE R23. (THIS MONUMENT IS ALSO ODOT STRATEGIC CONTROL POINT NO. 7126).
- (L) FD. 5/8" IRON ROD (REBAR), EXTENDING 1' ABOVE GROUND AND BENT FLAT TO SW, NO CAP, THE POINT IS CENTER OF ROD AT A DEPTH OF 0.8' BELOW GROUND. SEE R23.
- (M) FD. 3/4" SMOOTH IRON ROD WITH 1 1/4" DOMED HEAD, BURIED 0.2', WITH REMNANTS OF PAINT AND FLAGGING ATTACHED, APPROX. 25' S OF PHYSICAL CENTER OF NICHOLS LANE, ORIGIN UNKNOWN. ALSO, AT A LOCATION APPROX. 7' SE OF THIS IRON ROD, FOUND A 4"x4" PYRAMID-TOPPED WOOD POST, ROTTED AND LYING ON GROUND, WITH REMNANTS OF WHITE AND BLACK PAINT. POST IS AMONG REMNANTS OF A DOWN FENCE BRACE. NO OTHER MONUMENTS FOUND IN THIS AREA.
- (N) FD. 1 1/2" DIA. GALV. IRON PIPE, EXTENDING 0.3' ABOVE GROUND, 3.5' W OF CORNER BRACE FOR FENCES E-S, WITH 2 1/2" BRASS CAP, MKD: "TIS R25E WC 35.0 W S22 S23 S26 S27 1986 PLS 933". SEE R22, R23.
- (O) FD. 14" ROUND POST (PORTION OF UTILITY POLE), AT INTERSECTION OF FENCES N-S-E-W, AND EARTH REMAINS ALONG N-S FENCES RESULTING FROM REPEATED HILLSIDE TILLAGE. GLO MONUMENT WAS "CHARRED STAKE...", NO OTHER EVIDENCE OF MONUMENTATION FOUND. THE POINT IS ALONG W SIDE OF POST. SEE ORIGINAL GLO SURVEY, R2, R18.
- (A) S 89°56'11" E 2616.44' (R22)
S 89°55'29" E 2617.70' (R24)
- (B) N 89°35'30" W 350.3' (R28) (R5)
- (C) 794.3' (R5) (R28) (R5)
- (D) S 89°56'11" E 423.94' (R23), 433' TO C/L HAULROAD EASE (R5)
- (E) 444' (R28)
- (F) N 00°04'47" E 2624.06' (R22)
- (G) 1152' (R23)
- (H) 10' (R5), (R28)
- (I) N 24°32' E 469.0' (R28) (R5)
- (J) S 89°35'30" E 75.2' (R28) (R5)
- (K) N 24°32' E 755.4' (R28) (R5)
- (L) N 35°09'30" E 107.5' (R28) (R5)
- (M) N02°34'30" E 258.1' (R28) (R5)
- (N) N 08°52'30" W 148.0' (R28) (R5)
- (O) S 18°22' W 1033.5' (R28) (R5)
- (P) NOT USED
- (Q) EAST 184.6' (R27) (R4)
- (R) EAST 207.5' (R28) (R5)
- (S) S 12°30' W 242.6' (R27) (R28) (R3) (R4)
- (T) S 39' W 210.0' (R27) (R28) (R3) (R4)
- (U) NORTH 400.0' (R27) (R28) (R4)
- (V) POINT IS 1881.99' NORTH AND 20.00' EAST OF 1/4 CORNER, ((1832' NORTH AND 20' EAST OF 1/4 CORNER (R6) (R9) (R10) (R11) (R12)), ((1877' NORTH AND 20' EAST OF 1/4 CORNER (R30))
- (W) POINT IS 1812.00' NORTH OF 1/4 CORNER, ((1812' N (R27) (R3) (R4)), ALSO 812.84' SOUTH OF SEC. COR.
- (X) POINT IS 780.08' SOUTH OF SECTION CORNER AND 1849.85' NORTH OF 1/4 COR. ((814' SOUTH (R2)), ((1844' NORTH OF 1/4 COR. (R7))
- (Y) POINT IS 2055.84' NORTH AND 318.40' EAST OF 1/4 COR. ((2094' NORTH AND 317' EAST OF 1/4 CORNER (R7))
- (Z) 30' (R23)
- (AA) SOUTH 680' (R6) (R9), 718.6' (R30) (R7) (R10) (R11) (R12)
- (AB) S 31°10' W 161.4' (R29) (R30), 200' (PI-SECLINE) (R2)

| LINE | LENGTH | BEARING |
|------|---------|-------------|
| L1 | 452.00' | N34°23'05"E |
| L2 | 79.90' | N10°24'05"E |
| L3 | 114.70' | N24°48'05"E |
| L4 | 44.60' | N40°21'35"E |
| L5 | 458.60' | N15°36'35"E |
| L6 | 206.90' | N13°50'35"E |
| L7 | 129.90' | N30°12'05"E |
| L8 | 335.00' | N01°27'05"E |
| L9 | 743.40' | N00°19'55"W |
| L10 | 114.70' | N24°48'05"E |
| L11 | 44.60' | N40°21'35"E |
| L12 | 458.60' | N15°36'35"E |
| L13 | 128.46' | N13°50'35"E |
| L14 | 20.24' | S89°26'27"W |
| L15 | 75.20' | N89°41'24"E |

| CURVE | LENGTH | RADIUS | DELTA | CHORD LENGTH | CHORD BEARING |
|-------|---------|----------|-----------|--------------|---------------|
| C1 | 199.86' | 477.46' | 23°59'00" | 198.40' | N22°23'35"E |
| C2 | 143.92' | 572.96' | 14°23'30" | 143.54' | N17°35'50"E |
| C3 | 259.17' | 954.93' | 15°33'00" | 258.37' | N32°34'35"E |
| C4 | 275.00' | 636.62' | 24°45'00" | 272.87' | N27°59'05"E |
| C5 | 176.67' | 5729.58' | 1°46'00" | 176.66' | N14°43'35"E |
| C6 | 136.46' | 477.46' | 16°22'30" | 135.99' | N22°01'50"E |
| C7 | 287.50' | 572.96' | 28°45'00" | 284.49' | N15°49'35"E |
| C8 | 178.33' | 5729.58' | 1°47'00" | 178.33' | N00°33'35"E |
| C9 | 83.41' | 542.96' | 8°48'08" | 83.33' | N20°23'31"E |
| C10 | 251.02' | 924.93' | 15°33'00" | 250.26' | N32°34'35"E |
| C11 | 287.96' | 666.62' | 24°45'00" | 285.73' | N27°59'05"E |
| C12 | 177.59' | 5759.58' | 1°46'00" | 177.58' | N14°43'35"E |



AVIGATION EASEMENT NOTE
DEED DOCUMENT M-23698 (R14) ESTABLISHES AN "AVIGATION AND HAZARD EASEMENT" OVER THE PROPERTY DESCRIBED IN DEED BK. 49, PAGE 147 (R5). MONUMENTS DESIGNATED "G" AND "H" (R22) ARE SHOWN AS FOUND, AND ARE DEPICTED ON UMATILLA COUNTY SURVEY D-623-K (R22) AS BEING POINTS ON SAID EASEMENT LINES. WE ARE UNABLE TO RECONCILE THE FOUND MONUMENT POSITIONS WITH SAID SURVEY.

ENCROACHING USE NOTE
THE AREA EASTERLY OF THE EXISTING DRAINAGE AND SOUTHERLY OF THE EXISTING FENCE APPEARS TO BE USED BY AN ADJOINING LANDOWNER FOR GRAZING AND HAY PRODUCTION.

BOUNDARY POSTING STATEMENT
THE BOUNDARIES OF THESE SEVERAL STATE OF OREGON PARCELS THAT ARE IN COMMON WITH ADJOINING PRIVATE LANDS ARE POSTED WITH 6" LONG X 2" WIDE STEEL POSTS PLACED INTERVISIBLY ALONG AND WITHIN ONE FOOT OF THE BOUNDARY LINES SHOWN ON THIS SURVEY. ATTACHED TO EACH POST IS A 6"x18" ALUMINUM PADDLE, WITH DECAL MARKED: "BOUNDARY-RIGHT OF WAY MARKER NEARBY-OREGON DEPARTMENT OF TRANSPORTATION." PARCEL BOUNDARIES THAT ARE ALSO HIGHWAY OR COUNTY ROAD RIGHT-OF-WAY LINES ARE NOT POSTED.

RECEIVED BY
Morrow County Surveyor
Date Sept 09 2011
Rec'd By SKB
1622-C

REGISTERED PROFESSIONAL LAND SURVEYOR
Michael B. Posada
OREGON
JAN. 20, 1998
MICHAEL B. POSADA
02849 LS
RENEWS 12/31/2012
DATE: 08-29-11

MAP OF SURVEY
LEXINGTON NORTH QUARRY
NW1/4-SEC. 26, NE1/4-SEC. 27
T. 1 S., R. 25 E. W.M.
MORROW COUNTY, OREGON

OREGON DEPARTMENT OF TRANSPORTATION, REGION 5 LA GRANDE, OREGON

SCALE: 1"=100'

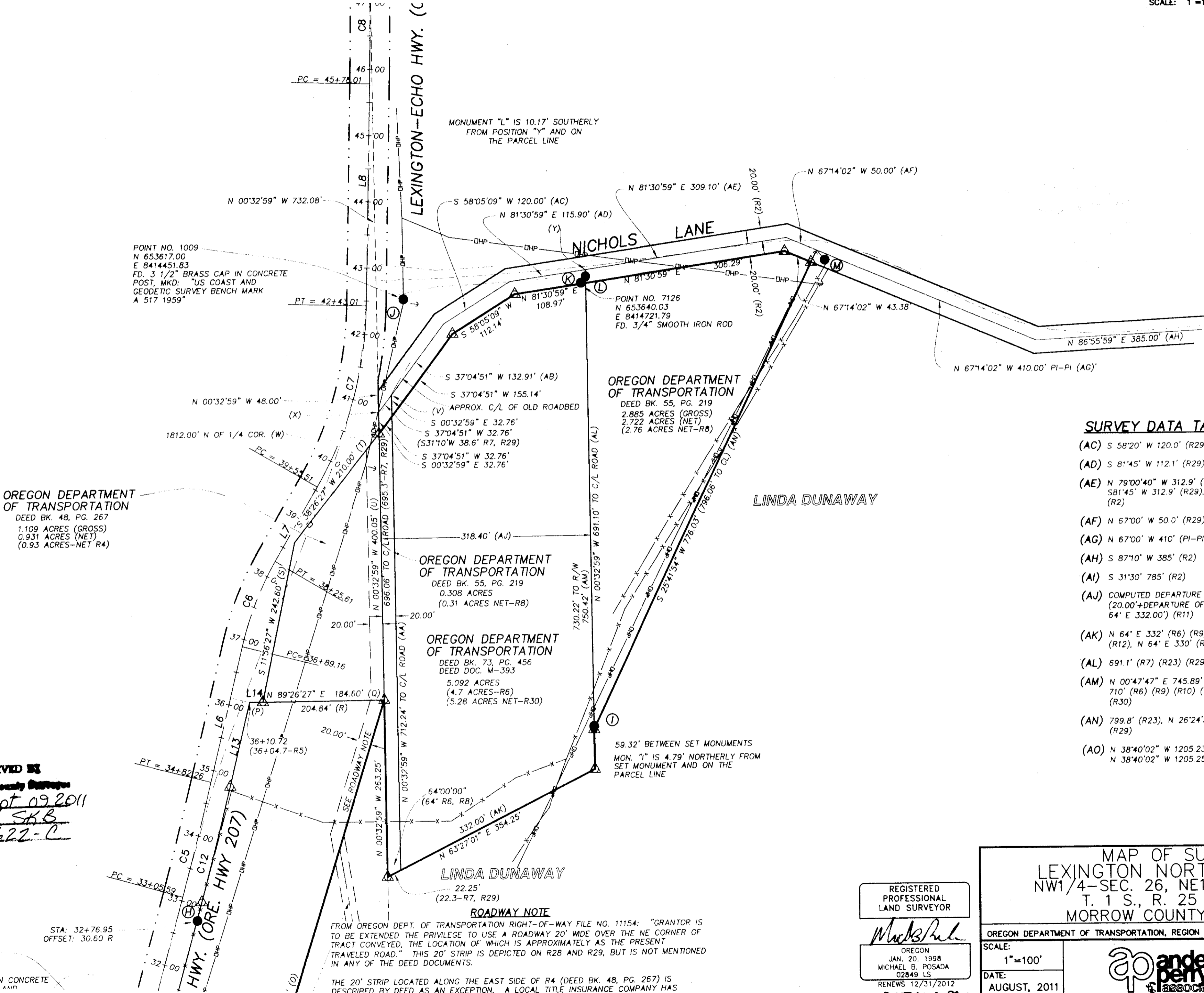
DATE: AUGUST, 2011

JOB NO. 863-211

20 anderson perly associates, inc.
ENGINEERING SURVEYING NATURAL RESOURCES
1901 N. FIR STREET, LA GRANDE, OR., 97880 (541) 945-8306

SHEET 2/5

SEE SHEET 1



POINT NO. 1009
N 653617.00
E 8414451.83
FD. 3 1/2" BRASS CAP IN CONCRETE
POST, MKD: "US COAST AND
GEODETIC SURVEY BENCH MARK
A 517 1959"

OREGON DEPARTMENT
OF TRANSPORTATION
DEED BK. 55, PG. 219
2.885 ACRES (GROSS)
2.722 ACRES (NET)
(2.76 ACRES NET-R8)

OREGON DEPARTMENT
OF TRANSPORTATION
DEED BK. 48, PG. 267
1.109 ACRES (GROSS)
0.931 ACRES (NET)
(0.93 ACRES-NET R4)

OREGON DEPARTMENT
OF TRANSPORTATION
DEED BK. 55, PG. 219
0.308 ACRES
(0.31 ACRES NET-R8)

OREGON DEPARTMENT
OF TRANSPORTATION
DEED BK. 73, PG. 456
DEED DOC. M-393
5.092 ACRES
(4.7 ACRES-R6)
(5.28 ACRES NET-R30)

SURVEY DATA TABLE (CONTINUED)

- (AC) S 58°20' W 120.0' (R29) (R2) (R30)
- (AD) S 81°45' W 112.1' (R29) (R30)
- (AE) N 79°00'40" W 312.9' (R23) (R7)
SB1°45' W 312.9' (R29), 425' (PI-PI)
(R2)
- (AF) N 67°00' W 50.0' (R29) (R7)
- (AG) N 67°00' W 410' (PI-PI) (R2)
- (AH) S 87°10' W 385' (R2)
- (AI) S 31°30' 785' (R2)
- (AJ) COMPUTED DEPARTURE
(20.00'+DEPARTURE OF LINE RUNNING N
64° E 332.00') (R11)
- (AK) N 64° E 332' (R6) (R9) (R10) (R11)
(R12), N 64° E 330' (R30)
- (AL) 691.1' (R7) (R23) (R29)
- (AM) N 00°47'47" E 745.89' (R23), NORTH
710' (R6) (R9) (R10) (R11) (R12), 791.1'
(R30)
- (AN) 799.8' (R23), N 26°24'30" E 799.8' (R7)
(R29)
- (AO) N 38°40'02" W 1205.23 (R21)
N 38°40'02" W 1205.25' (R24)

RECEIVED BY
Morrow County Surveyor
Date Sept 09 2011
Rec'd By SKB
No. 1622-C

ROADWAY NOTE
FROM OREGON DEPT. OF TRANSPORTATION RIGHT-OF-WAY FILE NO. 11154: "GRANTOR IS TO BE EXTENDED THE PRIVILEGE TO USE A ROADWAY 20' WIDE OVER THE NE CORNER OF TRACT CONVEYED, THE LOCATION OF WHICH IS APPROXIMATELY AS THE PRESENT TRAVELED ROAD." THIS 20' STRIP IS DEPICTED ON R28 AND R29, BUT IS NOT MENTIONED IN ANY OF THE DEED DOCUMENTS.

THE 20' STRIP LOCATED ALONG THE EAST SIDE OF R4 (DEED BK. 48, PG. 267) IS DESCRIBED BY DEED AS AN EXCEPTION. A LOCAL TITLE INSURANCE COMPANY HAS INDICATED THAT THIS "STRIP OF LAND FOR A PRIVATE ROAD" SHOULD BE CONSIDERED AS AN EASEMENT OR RIGHT-OF-WAY AND AT THIS TIME IS NOT APPURTENANT TO OR OF BENEFIT TO ANY ADJOINING PROPERTIES.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Michael B. Posada
OREGON
JAN. 20, 1998
MICHAEL B. POSADA
02849 LS
RENEWS 12/31/2012
DATED: 08-29-11

MAP OF SURVEY
LEXINGTON NORTH QUARRY
NW1/4-SEC. 26, NE1/4-SEC. 27
T. 1 S., R. 25 E. W.M.
MORROW COUNTY, OREGON

OREGON DEPARTMENT OF TRANSPORTATION, REGION 5 LA GRANDE, OREGON

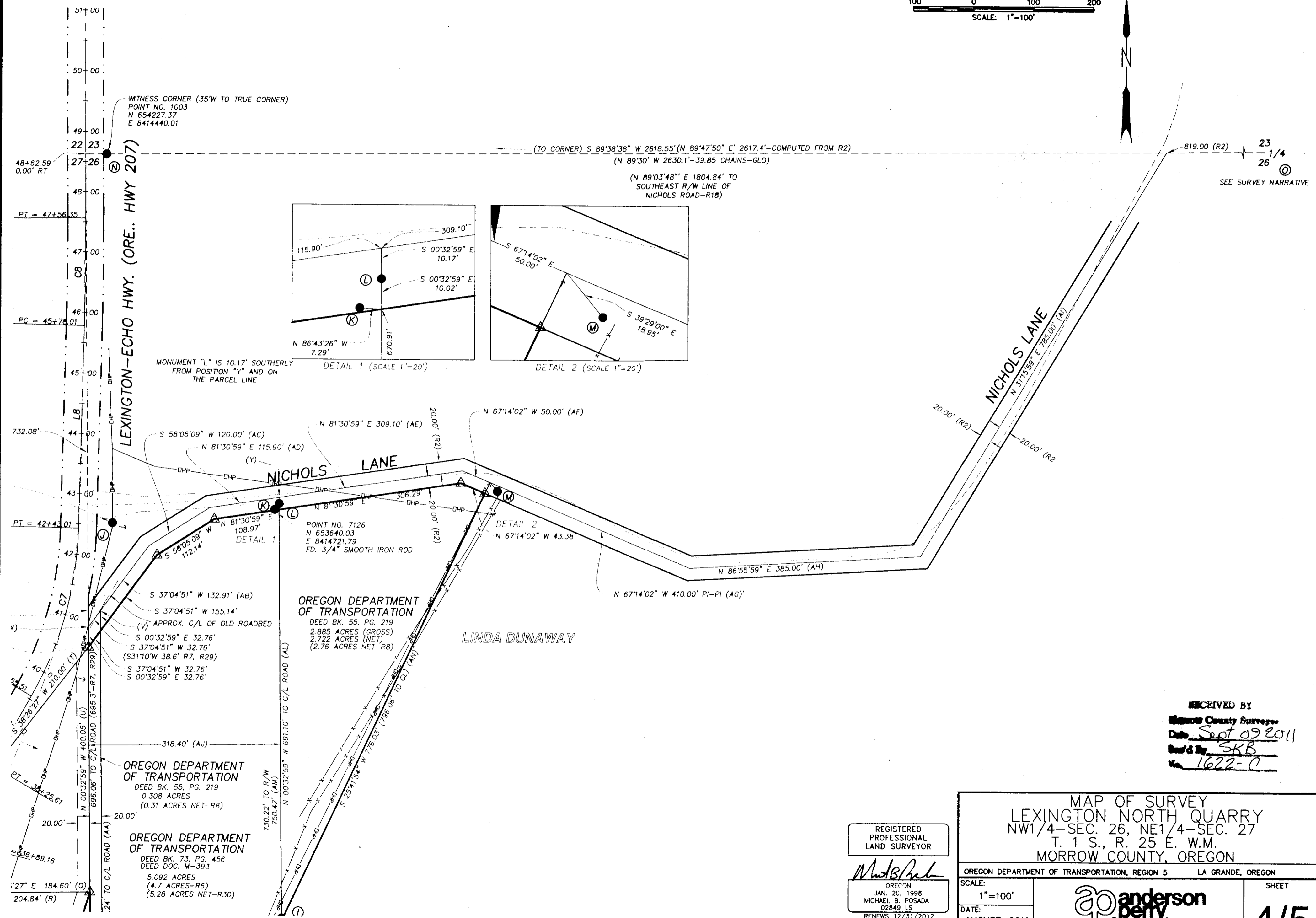
SCALE: 1"=100'

DATE: AUGUST, 2011

JOB NO. 863-211

Anderson Perry Associates, Inc.
ENGINEERING SURVEYING NATURAL RESOURCES
1901 N. FIR STREET, LA GRANDE, OR., 97850 (541) 963-8308

SHEET 3/5



OREGON DEPARTMENT OF TRANSPORTATION
DEED BK. 55, PG. 219
2.885 ACRES (GROSS)
2.722 ACRES (NET)
(2.76 ACRES NET-R8)

OREGON DEPARTMENT OF TRANSPORTATION
DEED BK. 55, PG. 219
0.308 ACRES
(0.31 ACRES NET-R8)

OREGON DEPARTMENT OF TRANSPORTATION
DEED BK. 73, PG. 456
DEED DOC. M-393
5.092 ACRES
(4.7 ACRES-R6)
(5.28 ACRES NET-R30)

RECEIVED BY
Morrow County Surveyor
Date Sept 09 2011
Surd By SKB
No. 1622-0

REGISTERED PROFESSIONAL LAND SURVEYOR
Michael B. Posada
OREGON
JAN. 20, 1998
MICHAEL B. POSADA
02849 LS
RENEWS 12/31/2012
DATED: 08-29-11

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| MAP OF SURVEY LEXINGTON NORTH QUARRY NW1/4-SEC. 26, NE1/4-SEC. 27 T. 1 S., R. 25 E. W.M. MORROW COUNTY, OREGON | |
| OREGON DEPARTMENT OF TRANSPORTATION, REGION 5 LA GRANDE, OREGON | |
| SCALE: 1"=100' | ANDERSON PERRY & ASSOCIATES, INC. ENGINEERING SURVEYING NATURAL RESOURCES 1901 N. FIR STREET, LA GRANDE, OR., 97880 (541) 963-8308 |
| DATE: AUGUST, 2011 | |
| JOB NO. 863-211 | |
| SHEET 4/5 | |

SURVEY NARRATIVE

THIS SURVEY WAS PERFORMED AT THE REQUEST OF THE OREGON DEPARTMENT OF TRANSPORTATION-REGION 5 (ODOT). THE PURPOSE OF THE SURVEY IS TO ESTABLISH, MONUMENT, AND MARK THE BOUNDARIES OF SEVERAL PARCELS OF LAND THAT HAVE BEEN ACQUIRED BY THE STATE FOR USE AS A ROCK QUARRY AND STOCKPILE SITE. THIS SITE IS LOCATED ON THE NORTHEASTERLY SIDE OF THE CITY OF LEXINGTON, OREGON.

LANDS IN THE AREA WERE ACQUIRED BY THOMAS NICHOLS IN 1904 (THE NW 1/4 OF SEC. 26, T1S, R25E), AND A PARCEL IN THE NE 1/4 OF SEC. 27 IN 1921 (...BEGINNING AT THE 1/4 CORNER BETWEEN SECTIONS 26 AND 27, THENCE NORTH ALONG SECTION LINE 1812 FEET...TO EAST SIDE OF NEW COUNTY ROAD, THENCE FOLLOWING EAST SIDE OF COUNTY ROAD S... W...TO POINT OF INTERSECTION WITH EAST AND WEST CENTERLINE OF SECTION 27, THENCE EAST... TO PLACE OF BEGINNING). NICHOLS CONVEYED LANDS IN THE NW 1/4 OF SECTION 27 TO MORROW COUNTY IN 1921 FOR A PUBLIC ROAD (NICHOLS LANE). THE STATE ACQUIRED SEVERAL PARCELS IN THE PERIOD OF TIME BETWEEN 1944 AND 1968, WITH THE GRANTOR IN ALL OF THESE TRANSACTIONS BEING NICHOLS OR A SUCCESSOR IN INTEREST TO NICHOLS. THEREFORE, THE STATE LANDS ARE CONSIDERED TO BE SENIOR IN INTEREST TO THE GRANTOR NICHOLS, BUT JUNIOR IN INTEREST TO THE "NEW COUNTY ROAD" (PRESUMED TO BE STATE HIGHWAY 207 AND NICHOLS LANE).

THE 1/4 CORNER OF SECTIONS 26 AND 27, THE SECTION CORNER OF SECTIONS 22, 23, 26, AND 27, AND THE CENTER OF SECTION 27 ARE RELATIVELY MODERN PERPETUATIONS OF THESE POSITIONS. THE SURVEY RECORDS RELATED TO THEIR ESTABLISHMENT DO NOT CLEARLY DEFINE THE EVIDENCE AND RATIONALE USED TO DETERMINE THESE POSITIONS, HOWEVER, NO EVIDENCE WAS FOUND DURING THE COURSE OF THIS CURRENT SURVEY WHICH WOULD PROVIDE A BASIS TO DISPUTE THEIR LOCATIONS.

NO RECORDS OF MONUMENTATION FOR THE LOCATION OF HIGHWAY 207 WERE FOUND. A DILIGENT SEARCH WAS MADE ALONG THE HIGHWAY AND NO MONUMENTS WERE FOUND. A SURVEY OF THE PHYSICAL CENTERLINE OF THE HIGHWAY WAS CONDUCTED AND IS SHOWN ON THIS SURVEY. TO RESOLVE THE LOCATION OF THIS HIGHWAY, THE CENTERLINE WAS COMPUTED USING THE RECORD DEGREE OF CURVE, RECORD DELTA ANGLE, AND RECORD DIFFERENCE IN STATIONING BETWEEN THE PT AND PC, AS SHOWN ON HIGHWAY DRAWING 6B-16-20 (MARCH, 1945). A COMPUTED POINT WAS ESTABLISHED AT RECORD STATION 20+65.5-30' RIGHT, WHICH IS DESCRIBED IN DEED BOOK 49, PAGE 147 AS THE INTERSECTION OF EAST RIGHT-OF-WAY LINE OF THE HIGHWAY WITH THE QUARTER SECTION LINE. THE COMPUTED RECORD ALIGNMENT WAS MOVED IN WHOLE TO SATISFY THE FOLLOWING CONDITIONS: THE COMPUTED POINT AT STA. 20+65.5-30' RT IS ON THE E-W CENTERLINE OF SECTION 27, THE RECORD CENTERLINE PASSES THE WITNESS MONUMENT TO THE CORNER OF SECTIONS 22, 23, 26, AND 27 AT A DISTANCE OF 35.00 FEET WESTERLY THEREFROM, AND A "BEST FIT" OF THE RECORD ALIGNMENT TO THE PHYSICAL ROADWAY LOCATION BE OBTAINED. DRAWING 6B-16-20 SHOWS A TIE TO THE 1/4 CORNER OF SECTIONS 26 AND 27, AND WHEN PROJECTED AT THE RECORD DIMENSIONS FROM THE RESOLVED HIGHWAY LOCATION, THIS RECORD POSITION FALLS SOME 5.3 FEET SOUTHEASTERLY FROM THE MONUMENTED POSITION. ALTERNATIVELY, A LOCATION FOR THE HIGHWAY WAS EVALUATED USING THE RECORD ALIGNMENT AND BASED ON THE ASSUMPTION THAT STATION 0+00 IS LOCATED AT THE INTERSECTION OF MAIN STREET AND E STREET IN THE CITY OF LEXINGTON. THIS ALTERNATIVE LOCATION DID NOTHING TO IMPROVE THE AGREEMENT BETWEEN THE PROJECTED AND ACTUAL LOCATION OF THE 1/4 CORNER AND WAS NOT UTILIZED. IT IS NOTED THAT DEED BK. 49, PAGE 147 ALSO RECITES A STATION OF 36+04.7-30' RT AS BEING THE POINT WHERE THE PARCEL LINE BEING DESCRIBED LEAVES THE HIGHWAY RIGHT-OF-WAY LINE. USING THE HIGHWAY RESOLUTION FIRST DESCRIBED ABOVE, WE FIND THIS LOCATION TO BE AT STA. 36+10.72-30' RT. WE ALSO NOTE THAT THE EAST LINE OF THE "NEW COUNTY ROAD" DESCRIBED IN THE NICHOLS 1921 ACQUISITION IS NOT DESCRIPTIVELY IDENTICAL WITH THE EASTERLY RIGHT-OF-WAY LINE OF THE HIGHWAY DEPICTED ON DWG. 6B-16-20. IT IS CLEARLY INTENDED BY THE RECORDS CITED ON THIS CURRENT SURVEY THAT THERE BE NO GAPS OR OVERLAPS BETWEEN THE EAST LINE OF THE HIGHWAY (NEW COUNTY ROAD) AND THE ADJOINING LANDS, THEREFORE, THE EAST RIGHT-OF-WAY LINE OF HIGHWAY 207 BASED ON THE RESOLUTION DESCRIBED ABOVE IS CONSIDERED TO BE IDENTICAL WITH THE EAST LINE OF THE "NEW COUNTY ROAD" FOR PURPOSES OF THIS CURRENT SURVEY.

DWG. 6B-16-20 SHOWS A CONSTRUCTION CENTERLINE ALIGNMENT FOR A PORTION OF THE HIGHWAY IN THE AREA OF INTEREST OF THIS CURRENT SURVEY. OUR PHYSICAL CENTERLINE SURVEY INDICATES THAT THE HIGHWAY WAS CONSTRUCTED RELATIVE TO THIS CONSTRUCTION ALIGNMENT. THIS CONSTRUCTION CENTERLINE WAS NOT RESOLVED BECAUSE OF APPARENT ERRORS IN THE RECORD DATA, AND BECAUSE ITS LOCATION DOES NOT AFFECT THE BOUNDARIES OF THE STATE PARCELS.

IN THE VICINITY OF THE 1/4 CORNER OF SECTIONS 23 AND 26, WE FIND A ROUND POST (APPARENT SALVAGED END OF FORMER UTILITY POLE) AT THE CORNER OF PROMINENT FENCES E-W-N-S, WITH SUBSTANTIAL EARTH BERMS ALONG UPHILL SIDE OF N-S FENCES RESULTING FROM REPEATED SOIL TILLAGE ON SLOPING GROUND. THE DIMENSIONED LOCATION SHOWN ON THIS CURRENT SURVEY IS LOCATED ALONG WEST SIDE OF POST, WHICH IS VISUALLY THE BEST FENCE INTERSECTION LOCATION. NO RECORD EVIDENCE OTHER THAN THE GLO SURVEY (CHARRED STAKE), AND NO OTHER PHYSICAL EVIDENCE WAS FOUND. THIS FENCE INTERSECTION WOULD APPEAR TO BE THE BEST AVAILABLE EVIDENCE OF THE ORIGINAL 1/4 CORNER LOCATION AND IS USED IN THIS CURRENT SURVEY AS A BASIS FOR THE RESOLUTION OF THE LOCATION OF NICHOLS LANE.

THE RECORD CENTERLINE FOR NICHOLS LANE WAS COMPUTED FROM DEED BK. 34, PAGE 281. INITIALLY, THIS COMPUTED CENTERLINE WAS MOVED IN WHOLE SUCH THAT THE DESCRIBED 1/4 CORNER LOCATION COINCIDES WITH THE PHYSICAL 1/4 CORNER LOCATION DESCRIBED ABOVE. A SURVEY OF THE PHYSICAL CENTERLINE OF NICHOLS LANE WAS ALSO CONDUCTED AND IS SHOWN HEREON. IT IS APPARENT THAT, WHILE THE SHAPE OF THE RECORD AND ACTUAL CENTERLINES ARE SIMILAR, THE ACTUAL CENTERLINE DEVIATES SUBSTANTIALLY FROM THE RECORD DIMENSION. THEREFORE, WE PLACE THE POINT OF BEGINNING OF THE DESCRIBED CENTERLINE AT THE DEED DIMENSION OF 819 FEET WEST OF THE 1/4 CORNER. THE SEVERAL SEGMENTS OF THE RECORD CENTERLINE ALIGNMENT ARE HELD IN THEIR RECORD DIMENSIONS AND ARE ROTATED ABOUT THE POINT OF BEGINNING TO CAUSE THE ROTATED CENTERLINE TO PASS THROUGH A POINT AT THE RECORD DEED DISTANCE OF 814 FEET SOUTH OF THE NORTHEAST CORNER OF SECTION 26. THE SOUTH RIGHT-OF-WAY LINE OF NICHOLS LANE PRODUCED FROM THIS ROTATED DEED ALIGNMENT WILL BE USED TO DEFINE THE MOST DIMENSIONALLY RESTRICTIVE LOCATION FOR THE NORTHERLY BOUNDARY OF THE ODOT PARCELS LOCATED IN SECTION 26, WITH THE FOLLOWING MODIFICATION. THE MOST WESTERLY DEED COURSE IS FURTHER MODIFIED TO CAUSE THE SOUTHERLY RIGHT-OF-WAY LINE OF NICHOLS LANE TO PASS THROUGH A POINT WHICH IS 1812 FEET NORTH OF THE ONE-QUARTER CORNER OF SECTIONS 26 AND 27. THIS LAST MODIFICATION CAUSES THE CENTERLINE PRODUCED THEREFROM TO BE IN GOOD AGREEMENT WITH THE VISIBLE REMAINS OF AN OLD ROADBED AND ALSO LENDS CREDIBILITY TO THE USE OF THE 1812 FOOT DIMENSION FROM DEED BK. 48, PAGE 267 AND THE DWG. 1R-2-1408 TO ESTABLISH THE POINT OF BEGINNING OF THE PARCEL DESCRIBED IN DEED BK. 48, PG. 267. WITHOUT THIS LAST MODIFICATION, THE DEED BK. 34, PG. 281 CALL FOR THE "CENTERLINE" TO END AT A POINT 814 FEET SOUTH OF THE SECTION CORNER WOULD FALL AT A POINT 1.16 FEET SOUTH OF THE 1812 FOOT "EAST SIDE OF NEW COUNTY ROAD" CALL AS DESCRIBED IN DEED BK. 35, PG. 243 AND DEED BK. 48, PG. 267. WE NOTE THAT THE ACTUAL NICHOLS LANE ROADWAY DEVIATES FROM THIS COMPUTED ALIGNMENT, MOST NOTABLY AS IT APPROACHES AND CONNECTS WITH HIGHWAY 207. NO ADDITIONAL RECORDS OF RIGHT-OF-WAY ACQUISITION OR VACATION WERE FOUND FOR ROADWAYS IN THIS AREA. WE ALSO NOTE THAT FOUND MONUMENTS NO. 7126 ("K") AND ("M") WERE NOT USED IN THE RESOLUTION OF THE LOCATION OF NICHOLS LANE.

THE NORTHERLY CORNER OF THE PARCEL DESCRIBED IN DEED BK. 48, PG. 267, IS PLACED AT A POINT 1812 FEET NORTH OF THE 1/4 CORNER, AS DISCUSSED ABOVE, AND THE PARCEL IS PLACED AT RECORD DIMENSION AND ADJOINING THE SECTION LINE. THE SOUTH LINE OF THIS PARCEL CONSTITUTES THE NORTH LINE OF THE PARCEL DESCRIBED IN DEED BK. 49, PG. 147, AND THE SOUTH LINE OF DEED BK. 49, PG. 147 IS THE E-W CENTERLINE OF SECTION 27. THE SOUTHEASTERLY CORNER OF THIS PARCEL IS PLACED AT RECORD DISTANCE EASTERLY FROM THE EAST RIGHT-OF-WAY LINE OF HIGHWAY 207. THE EAST LINE OF THIS PARCEL IS HELD IN ITS RECORD ANGULAR CONFIGURATION AND PLACED WITH ITS NORTH END COINCIDING WITH THE SOUTHEAST CORNER OF THE ADJOINING NORTHERLY PARCEL. THE SOUTHERLY END OF THIS EAST LINE RUNS TO THE SOUTHEAST CORNER DESCRIBED ABOVE, WITH A SLIGHT DISTANCE DISCREPANCY PLACED IN THE MOST SOUTHERLY COURSE. THE "HAULROAD EASEMENT" IS PLACED AT ITS RECORD RELATIONSHIP TO THE EAST PARCEL LINE, BEGINNING AT THE SOUTHERLY END OF THE EASEMENT, WITH THE CLOSING ERROR PLACED AT ITS NORTHERLY END AND INTERSECTION WITH THE EAST PARCEL LINE. THE RECORD LOCATION OF THE NORTHERLY PORTION OF THE HAULROAD EASEMENT DOES NOT FIT WITH THE VISIBLE REMAINS OF AN OLD ROADBED, AND THIS EASEMENT IS NOT PASSABLE TO VEHICLES DUE TO THE LACK OF A CREEK CROSSING, THERE HAS BEEN NO APPARENT USE OF THIS EASEMENT IN RECENT TIMES. THE APPARENT PORTIONS OF THIS HAULROAD THAT EXIST ON THE STATE PARCELS ARE ALSO IMPASSABLE AND HAVE BEEN FOR A LONG PERIOD OF TIME.

IN ODOT RIGHT-OF-WAY FILE 18717, THERE IS A DOCUMENT TITLED "DESCRIPTION OF METES AND BOUNDS", WHICH INCLUDES A DESCRIPTION PREPARED BY J.H. WALKER, DATED JANUARY, 1952, AND RECEIVED BY THEIR R/W DEPARTMENT ON 2-8-1952. THIS DOCUMENT APPEARS TO BE RELATED TO AN ANTICIPATED PURCHASE OF LAND FOR A QUARRY SITE FROM NEWPORT, KERN & KIBBE (SEE DEED M-393 AND DEED 73/456). THIS DESCRIPTION, WHICH IS "CROSSED OUT", READS BEGINNING AT A POINT ON THE CENTERLINE OF COUNTY ROAD 1877' N OF 1/4 AND 20' E, THENCE SOUTH 718.6', THENCE N64°E 330', THENCE NORTH 791.1' TO CENTERLINE OF COUNTY ROAD, THENCE ALONG CENTERLINE S81°45'W 112.1', THENCE S58°20'W 120', THENCE S31°10'W 161.4' TO POB (5.50 ACRES). THE "CROSS OUT" IS INITIALED BY "PC", ALONG WITH A HANDWRITTEN NOTE "SEE NEW DESC. 12-14-65 PC". ALSO IN R/W FILE 18717 IS AN ADDITIONAL "DESCRIPTION OF METES AND BOUNDS" DOCUMENT, PREPARED BY "PLC 12-14-65", REC'D BY R/W DEPARTMENT 12-17-65, WHICH INCLUDES A DESCRIPTION IDENTICAL WITH THE ORIGINAL PURCHASE DESCRIPTION (SEE DEED BK. 49, PG. 332). R/W FILE 18717 ALSO INCLUDES A COPY OF A TITLE INSURANCE POLICY ISSUED IN 2-8-1968 WHICH RECITES THE ORIGINAL DEED BK. 49, PG. 332 DESCRIPTION. APPARENTLY SOME TYPE OF ERROR IN DEED BK. 49, PG. 332 WAS DISCOVERED IN 1952 AND THE "CROSSED OUT" DESCRIPTION APPEARS TO BE AN ATTEMPT TO CORRECT IT. IT IS SUSPECTED THAT THE STATE WAS ADVISED TO USE THE ORIGINAL PURCHASE DESCRIPTION IN THIS TRANSACTION, NOT THE "CROSSED OUT" VERSION. DWG. 1R-5-212 (DATED JAN., 1952) DEPICTS THE PARCEL DESCRIBED IN DEED BK. 49, PG. 332 AND ALSO PARCELS 1 AND 2 OF DEED BK. 55, PG. 219. THE DIMENSIONS ON THIS DRAWING ARE A MIXTURE OF DIMENSIONS TAKEN FROM THE ORIGINAL PURCHASE DEED BK. 49, PG. 332 AND THE "CROSSED OUT" DESCRIPTION. ALSO, THE DESCRIPTIONS OF PARCELS 1 AND 2 OF DEED BK. 55, PG. 219 APPEAR TO BE BASED ON THE "CROSSED OUT" DESCRIPTION. IN LIGHT OF THESE DISCREPANCIES AND THE CIRCUMSTANCES CONCERNING THE LOCATION OF NICHOLS LANE, WE RESOLVE THE BOUNDARIES OF THE STATE PARCELS LYING EAST OF THE SECTION LINE IN THE FOLLOWING MANNER:

THE SOUTHWEST CORNER OF PARCEL 1, DEED BK. 55, PG. 219 (1R-5-212) IS PLACED AT 1148.70' NORTH OF 1/4 COR (1844'-695.3' PER DEED BK. 55, PG. 219) AND ON SECTION LINE. THE EAST LINE OF PARCEL 1 IS OFFSET 20.00' EAST OF SECTION LINE. THE NORTH LINE OF PARCEL 1 IS THE CENTERLINE OF THE RESOLVED NICHOLS LANE LOCATION, AND THE SOUTH LINE IS PRODUCED AT THE RECORD ANGLE OF 64' TO THE SECTION LINE AND RUNNING FROM THE SOUTHWEST PARCEL CORNER.

THE WEST LINE OF PARCEL 2, DEED BK. 55, PG. 219 (1R-5-212), AND CORRESPONDINGLY THE EAST LINE OF DEED BK. 49, PG. 332, IS PLACED PARALLEL TO THE SECTION LINE AND AT MAXIMUM DEPARTURE OF 318.40 FEET EAST OF SECTION LINE. THIS PLACEMENT RECOGNIZES THE SENIOR STATUS OF THIS LINE AS DISCUSSED EARLIER. THE SOUTHWESTERLY CORNER OF THIS PARCEL IS PLACED AT THE RECORD DEED DIMENSION OF 691.1 FEET SOUTH FROM THE RESOLVED CENTERLINE OF NICHOLS LANE AND ON THIS COMMON PARCEL LINE. WE FIND THAT FOUND MONUMENTS "I" AND "L" (SURVEY D-842-K) LIE ALONG THIS COMMON PARCEL LINE AND ARE ACCEPTED AS CONTROLLING ITS DIRECTION BUT NOT ITS EXTENTS.

THE NORTH LINE OF DEED BK. 49, PG. 332 IS LIMITED BY THE SOUTH RIGHT-OF-WAY LINE OF THE RESOLVED NICHOLS LANE, AND THE NORTH LINE OF PARCEL 2 OF DEED BK. 55, PG. 219 IS LIMITED BY THE CENTERLINE OF THE RESOLVED NICHOLS LANE, BOTH AS DESCRIBED IN THEIR RESPECTIVE DOCUMENTS. THE SOUTH LINE OF DEED BK. 49, PG. 332 RUNS FROM THE SOUTHEASTERLY CORNER OF PARCEL 1, DEED BK. 55, PG. 219, ALONG THE EXTENSION OF THE SOUTH LINE OF SAID PARCEL 1 TO ITS INTERSECTION WITH THE COMMON PARCEL LINE BETWEEN DEED BK. 49, PG. 332 AND PARCEL 2, DEED BK. 55, PG. 219.

THE EAST LINE OF PARCEL 2, DEED BK. 55, PG. 219, IS PLACED FROM ITS SOUTHWEST CORNER DESCRIBED ABOVE, ON A LINE RUNNING THROUGH A POINT WHICH BEARS S67°14'02"E 50.00 FEET FROM A POINT OF INTERSECTION ON THE RESOLVED NICHOLS LANE CENTERLINE AS DESCRIBED ABOVE. THIS "50.00 FOOT" DIMENSION IS GIVEN IN DEED BK. 55, PG. 219, AND ITS USE RECOGNIZES THE MOST EASTERLY EXTENT OF THIS SENIOR ODOT PARCEL.

A DILIGENT SEARCH, WITHOUT SUCCESS, WAS MADE FOR MONUMENTS THAT APPEAR TO HAVE BEEN ESTABLISHED BY SURVEY D-842-K AT THE SOUTHEAST CORNER OF DEED BK. 49, PG. 332 AND AT THE NE CORNER OF PARCEL 2. ALSO, IT IS NOTED THAT A DILIGENT SEARCH WAS MADE FOR ALL TYPES OF EVIDENCE AT ALL CORNERS OF THESE QUARRY PARCELS.

SURVEY EQUIPMENT AND PROCEDURES

THIS SURVEY WAS PERFORMED USING TOPCON HIPER OR TOPCON GR3 L1/L2 GPS RECEIVERS OPERATED IN RTK MODE. THESE RECEIVERS HAVE A HORIZONTAL ACCURACY STANDARD DEVIATION OF 1.0 CENTIMETER + 1.0 PPM. LOCALIZATION MEASUREMENTS WERE PERFORMED TO CAUSE OUR FIELD MEASUREMENTS TO MATCH THE SURVEY DATUM AS PROVIDED BY ODOT. MONUMENTS FOUND AND SET WERE DOUBLE-TIED TO PROVIDE REDUNDANCY IN THE MEASUREMENTS AND PREVENT THE POSSIBILITY OF ERRORS.

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Morrow County Surveyor
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Rec'd By SKB
1622-C

REGISTERED
PROFESSIONAL
LAND SURVEYOR

M. B. 2/2
OREGON
JAN. 20, 1998
MICHAEL B. POSADA
02849 LS
RENEWS 12/31/2012
DATED: 08-29-11

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T. 1 S., R. 25 E. W.M.
MORROW COUNTY, OREGON

OREGON DEPARTMENT OF TRANSPORTATION, REGION 5 LA GRANDE, OREGON

SCALE:
NO SCALE
DATE:
AUGUST, 2011
JOB NO.
863-211

Anderson
perly
Associates, Inc.
ENGINEERING SURVEYING NATURAL RESOURCES
1801 N. FIR STREET, LA GRANDE, OR., 97850 (541) 963-8300

SHEET

5/5