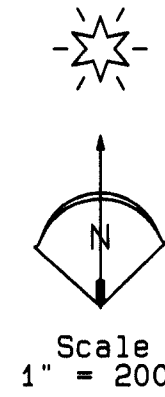


A SURVEY IN THE SOUTHWEST QUARTER OF SECTION 27
TOWNSHIP 1 SOUTH, RANGE 25 EAST, WILLAMETTE MERIDIAN
CITY OF LEXINGTON, MORROW COUNTY, STATE OF OREGON

BASIS OF BEARINGS

Bearings shown are based on GPS observations taken at the TBM as shown on this map rotated 0°34'24" clockwise to true bearings. The distances shown are true ground distances.



LEGEND

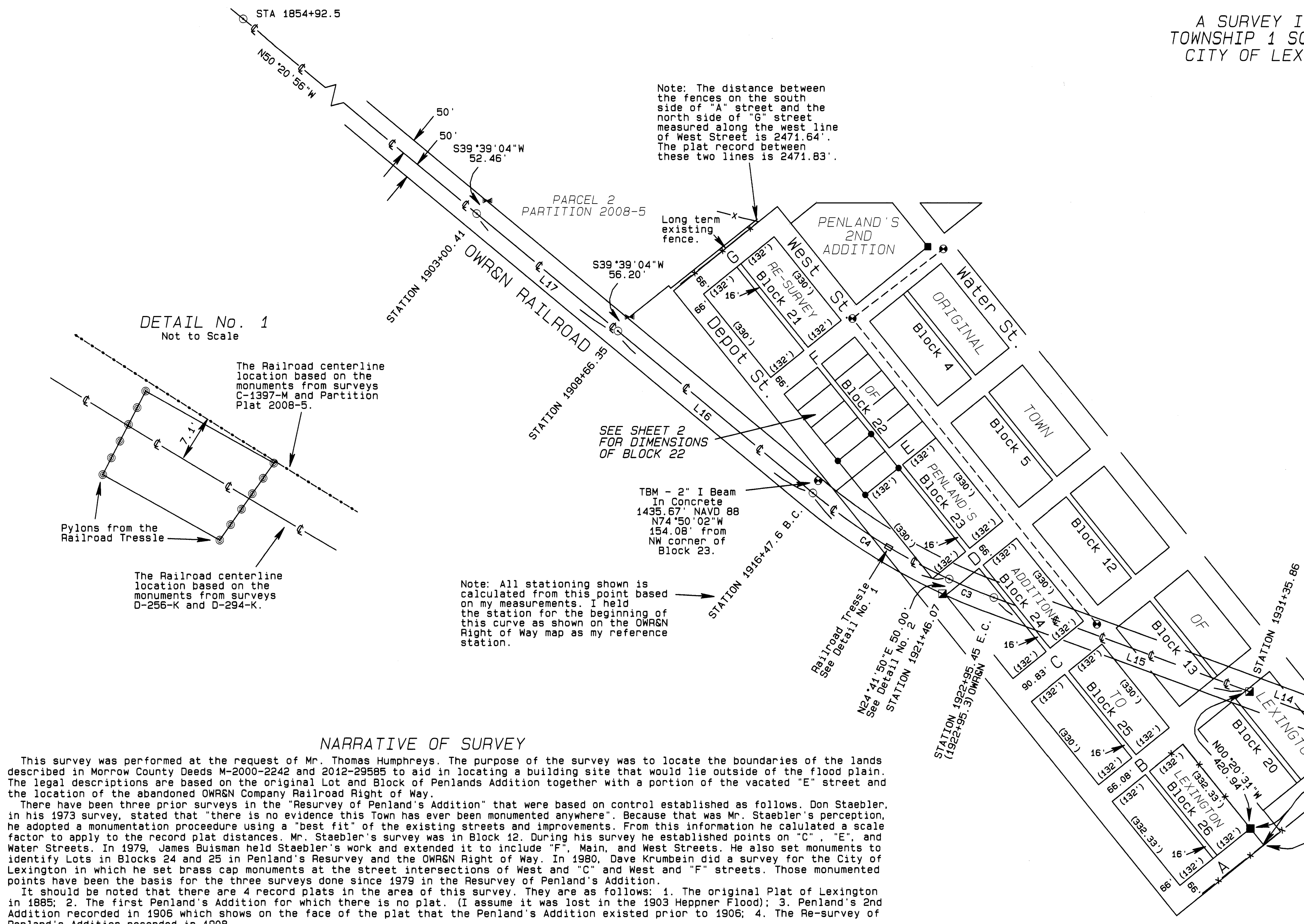
- FOUND BRASS OR ALUMINUM CAP FROM SURVEY D-294-K
- FOUND 5/8" IRON REBAR FROM SURVEY D-256-K
- ✕ FOUND 5/8" IRON REBAR WITH A YELLOW CAP FROM PARTITION 2008-5 OR SURVEY C-1397-M
- COMPUTED POINT

LINE TABLE

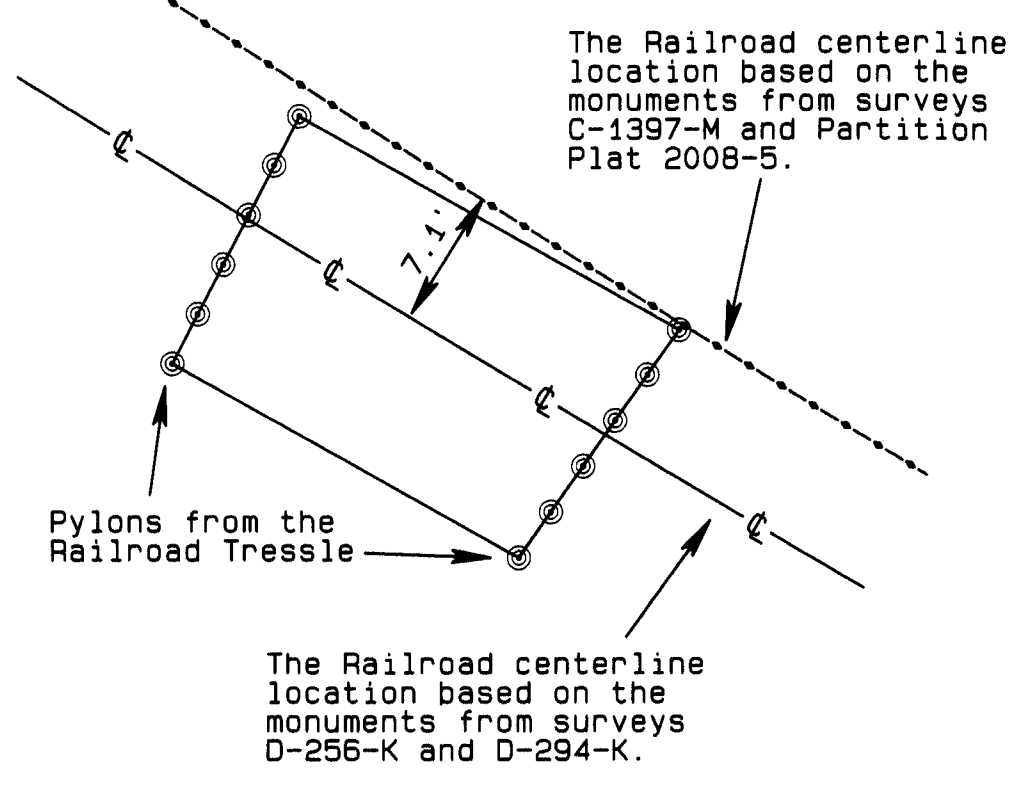
LINE	BEARING	DISTANCE
L13	N69°46'56"W	202.35'
L14	N69°46'56"W	205.51'
L15	N69°46'56"W	840.41'
L16	N50°20'56"W	781.25'
L17	N50°20'56"W	565.95'

CURVE TABLE

CURVE	ARC	DELTA	RADIUS	LONG CHORD	
				BEARING	DISTANCE
C3	149.33'	04°28'46"	1910.08'	N67°32'33"W	149.29'
C4	498.52'	14°57'14"	1910.08'	N57°49'33"W	497.11'

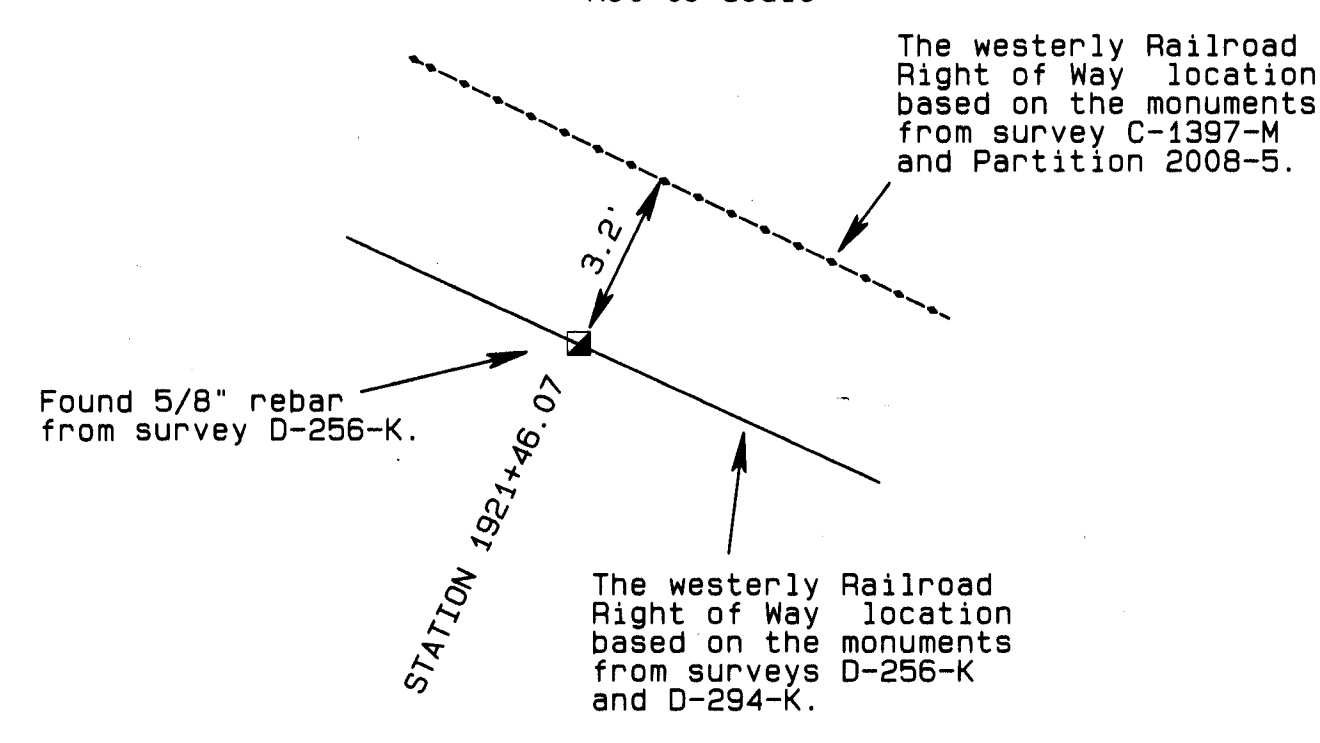


DETAIL No. 1
Not to Scale



Note: All stationing shown is calculated from this point based on my measurements. I held the station for the beginning of this curve as shown on the OWR&N Right of Way map as my reference station.

DETAIL No. 2
Not to Scale



NARRATIVE OF SURVEY

This survey was performed at the request of Mr. Thomas Humphreys. The purpose of the survey was to locate the boundaries of the lands described in Morrow County Deeds M-2000-2242 and 2012-29585 to aid in locating a building site that would lie outside of the flood plain. The legal descriptions are based on the original Lot and Block of Penland's Addition together with a portion of the vacated "E" street and the location of the abandoned OWR&N Company Railroad Right of Way.

There have been three prior surveys in the "Resurvey of Penland's Addition" that were based on control established as follows. Don Staebler, in his 1973 survey, stated that "there is no evidence this Town has ever been monumented anywhere". Because that was Mr. Staebler's perception, he adopted a monumentation procedure using a "best fit" of the existing streets and improvements. From this information he calculated a scale factor to apply to the record plat distances. Mr. Staebler's survey was in Block 12. During his survey he established points on "C", "E", and Water Streets. In 1979, James Buisman held Staebler's work and extended it to include "F", Main, and West Streets. He also set monuments to identify Lots in Blocks 24 and 25 in Penland's Resurvey and the OWR&N Right of Way. In 1980, Dave Krumbain did a survey for the City of Lexington in which he set brass cap monuments at the street intersections of West and "C" and West and "F" streets. Those monumented points have been the basis for the three surveys done since 1979 in the Resurvey of Penland's Addition.

It should be noted that there are 4 record plats in the area of this survey. They are as follows: 1. The original Plat of Lexington in 1885; 2. The first Penland's Addition for which there is no plat. (I assume it was lost in the 1903 Heppner Flood); 3. Penland's 2nd Addition recorded in 1906 which shows on the face of the plat that the Penland's Addition existed prior to 1906; 4. The Re-survey of Penland's Addition recorded in 1908.

I began this survey by tying in the current monumentation on West Street and then searching for the Initial Point of Penland's Resurvey which the plat shows was monumented with an iron pin. The monument I found at this point was set by Mr. John Edwards who resides at 360 S. "B" in Lexington. Mr. Edwards is 79 years old, was born on this property, and has resided there his entire life. Mr. Edwards' father purchased this property some time in the 1920's and told John that the fence corner south of the initial point was the true corner of the property. Mr. Edwards told me that this corner has not been moved or disputed in his lifetime. I found Mr. Edwards to be knowledgeable of the surveys that had been done around his property. I had spoken with Umatilla County Surveyor, Dave Krumbain, about the location of the Railroad Right of Way and he had said there were monuments set on the former railroad centerline at the south end of town that did not show on the survey by Buisman. Mr. Edwards was able to take me to the exact location of the centerline monument at Station 1931+35.86. Given the agreement of Mr. Edwards' testimony of the property lines in his area with the possessory fence lines on the north and south ends of Penland's Re-survey and the record plat dimensions for the Re-survey, I have held the monument in the fence line as the true location of the Initial Point for the Re-survey. I also determined that the record plat dimensions should be used throughout the Re-survey area.

The plats for Lexington, Penland's 2nd, and Penland's Re-survey all show West Street on their exterior. Having held the location of the initial point of the Re-survey, the next step was to locate West Street. The plat of Penland's 2nd Addition shows that its Initial Point was also monumented with an iron peg. The plat shows a tie from that pin to the NW corner of Block 4 of Lexington which lies on the East line of West Street. I found the monument for Penland's 2nd in good condition, and it fits very well with the 1980's centerline of Water Street and the monuments from the Loy Turner survey which was done in 1917. When searching for the Initial Point of Penland's 2nd Addition, I also found several other monuments around that Addition. These monuments are not shown on the 2nd Addition plat and may have been from a later survey. The found monuments lying on the west side of Penland's 2nd Addition raise a question as to where West street should be located. These monuments lie between 4.5' and 5' farther west than where the plat dimensions on the south line of the Addition would place them. This appears to be due to the dimension shown on the north line of Lot 10 of the Addition. That dimension appears to say 106' 5" but could also be 100' 5". Closing the figure mathematically indicates that 100' 5" is the correct distance but it appears that whoever set the additional monuments held it to be 106' 5". This creates a discrepancy with the distances along the south side of the Addition and with the width of West Street. Projecting the line of those monuments south to "A" street hits the southerly fence line 61 feet east of the southeast corner of the Re-survey instead of the platted width of 66 feet.

I resolved the problem of locating West Street by measuring from the Initial Point of Penland's 2nd Addition westerly holding the record plat distance shown along the south line of the Addition. I did this because the additional monuments found are not called for on the plat. West Street existed prior to Penland's 2nd Addition and should be controlled by the tie to the corner of Block 4. (this results in a full street width at the Initial Point of the Re-survey), and the resulting distance between West and Water Streets is very close to the record plat distance shown on the Plat of Lexington.

The westerly boundary of the land described in Deed 2012-29585 is the easterly Right of Way line of the OWR&N Company Railroad. The location of that Right of Way as monumented by Surveys D-256-K and D-294-K is different than the location monumented by survey C-1397-M and Partition 2008-5 by 11.4 feet at Station 1916+47.6 BC. I believe the difference is due to the siding through the Depot Grounds on the north end of town. The tracks were reportedly removed in the 1970's and the right of way location held by the surveys above has been based on the road bed. My measurements of the center of the road bed through the Depot grounds agree with the alignment as shown in Partition Plat 2008-5. However, measurements of the road bed far enough north to be back to a single track agree with the location monumented by survey D-256-K. I have held the location monumented by survey D-256-K because it fits the trestle pylons (see Detail No. 1 above) and the road bed to the north where the second alignment does not.

It should also be noted that the centerline of "F" street in Lexington is not coincident with the centerline of "F" street in the Re-survey. Survey D-294 monumented the Re-survey "F" centerline north of the "F" centerline in original Lexington. Based on ties to the initial points, the "F" centerline in the Re-survey lies south of the "F" centerline in original Lexington. The true location of the "F" street centerline in Penland's Re-survey is approximately 16 feet south of where it is currently monumented.

This survey was performed with a Trimble R7/R8 RTK GPS system in real time kinematic mode.

REGISTERED PROFESSIONAL LAND SURVEYOR
Stephen K. Haddock
JULY 9, 2001
STEPHEN K. HADDOCK
56295LS
RENEWS 6-30-13

RECEIVED BY
Morrow County Surveyor
Date MAR 15 2012
Filed By: SKB
1639-D

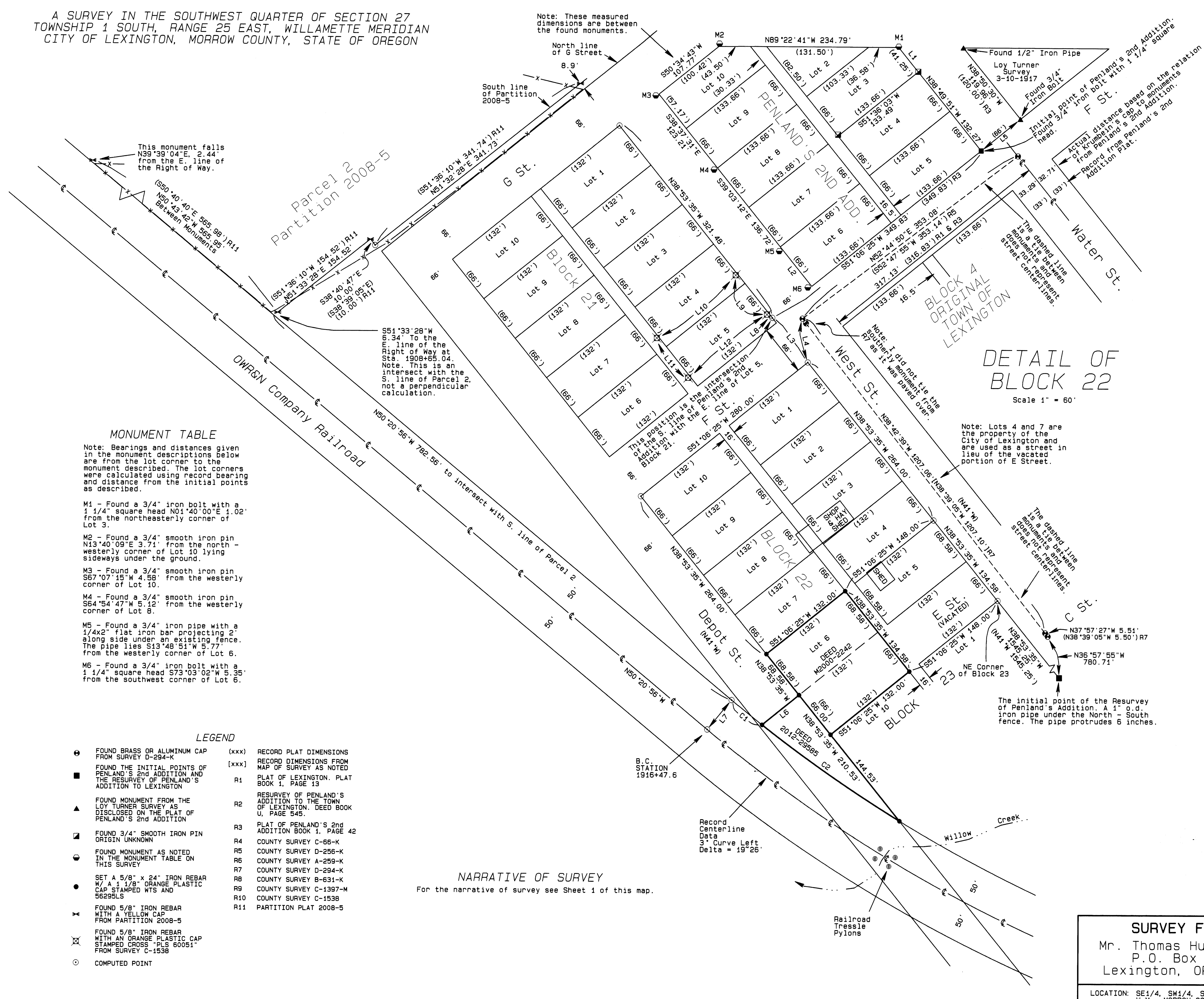
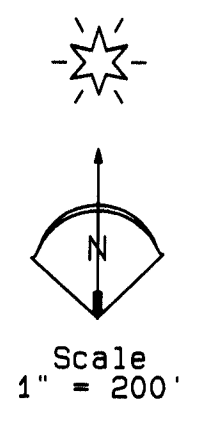
SHEET 1 OF 2

SURVEY FOR Mr. Thomas Humphreys P.O. Box 431 Lexington, OR 97839	PROJECT DATE: December 31, 2011	
	Project No. 11-26	SCALE: 1" = 200'
LOCATION: SE1/4, SW1/4, S27, T1S, R25E, W.M., MORROW COUNTY, OREGON	WITNESS TREE SURVEYING Stephen K. Haddock, PLS, CFedS P.O. Box 6 Pilot Rock, Oregon 97868 (541) 443-2922	

1639

A SURVEY IN THE SOUTHWEST QUARTER OF SECTION 27
TOWNSHIP 1 SOUTH, RANGE 25 EAST, WILLAMETTE MERIDIAN
CITY OF LEXINGTON, MORROW COUNTY, STATE OF OREGON

Note: These measured dimensions are between the found monuments.



BASIS OF BEARINGS
Bearings shown are based on GPS observations taken at the TBM as shown on this map rotated 0°34'24" clockwise to true bearings. The distances shown are true ground distances.

LINE TABLE

LINE	BEARING	DISTANCE
L1	N38°10'34"W	41.76'
L2	S38°32'45"E	60.51'
L3	N38°53'35"W	74.52'
L4	N07°15'19"W	57.56'
L5	N51°04'13"E	65.89'
L6	S51°06'25"W	62.08'
L7	S39°39'04"W	50.00'
L8	N58°59'31"W	8.13'
L9	N38°40'07"W	65.95'
(L9)	N38°39'10"W	66.00' R10
L10	S51°19'00"W	132.08'
(L10)	S51°20'50"W	132.00' R10
L11	S38°34'16"E	66.28'
(L11)	S38°39'10"E	66.00' R10
L12	N51°10'22"E	132.19'
(L12)	N51°20'50"E	132.00' R10

CURVE TABLE

CURVE	ARC	DELTA	RADIUS	BEARING	LONG CHORD	DISTANCE
C1	51.48'	01°35'10"	1860.08'	N51°08'31"W	51.48'	
C2	219.62'	06°45'54"	1860.08'	N55°19'02"W	219.49'	

MONUMENT TABLE

- Note: Bearings and distances given in the monument descriptions below are from the lot corner to the monument described. The lot corners were calculated using record bearing and distance from the initial points as described.
- M1 - Found a 3/4" iron bolt with a 1 1/4" square head N01°40'00"E 1.02' from the northeasterly corner of Lot 3.
 - M2 - Found a 3/4" smooth iron pin N13°40'09"E 3.71' from the north-westerly corner of Lot 10 lying sideways under the ground.
 - M3 - Found a 3/4" smooth iron pin S67°07'15"W 4.58' from the westerly corner of Lot 10.
 - M4 - Found a 3/4" smooth iron pin S64°54'47"W 5.12' from the westerly corner of Lot 8.
 - M5 - Found a 3/4" iron pipe with a 1/4x2" flat iron bar projecting 2' along side under an existing fence. The pipe lies S13°48'51"W 5.77' from the westerly corner of Lot 6.
 - M6 - Found a 3/4" iron bolt with a 1 1/4" square head S73°03'02"W 5.35' from the southwest corner of Lot 6.

LEGEND

- FOUND BRASS OR ALUMINUM CAP FROM SURVEY D-294-K (xxx) RECORD PLAT DIMENSIONS
- FOUND THE INITIAL POINTS OF PENLAND'S 2nd ADDITION AND THE RESURVEY OF PENLAND'S ADDITION TO LEXINGTON R1 RECORD DIMENSIONS FROM MAP OF SURVEY AS NOTED
- FOUND MONUMENT FROM THE LOY TURNER SURVEY AS DISCLOSED ON THE PLAT OF PENLAND'S 2nd ADDITION R2 PLAT OF LEXINGTON, PLAT BOOK 1, PAGE 13
- FOUND 3/4" SMOOTH IRON PIN ORIGIN UNKNOWN R3 RESURVEY OF PENLAND'S ADDITION TO THE TOWN OF LEXINGTON, DEED BOOK U, PAGE 545
- FOUND MONUMENT AS NOTED IN THE MONUMENT TABLE ON THIS SURVEY R4 PLAT OF PENLAND'S 2nd ADDITION BOOK 1, PAGE 42
- SET A 5/8" x 24" IRON REBAR WITH AN ORANGE PLASTIC CAP STAMPED WTS AND 56295LS R5 COUNTY SURVEY C-66-K
- FOUND 5/8" IRON REBAR WITH A YELLOW CAP FROM PARTITION 2008-5 R6 COUNTY SURVEY D-256-K
- FOUND 5/8" IRON REBAR WITH AN ORANGE PLASTIC CAP STAMPED CROSS, PLS 60051" FROM SURVEY C-1538 R7 COUNTY SURVEY A-259-K
- COMPUTED POINT R8 COUNTY SURVEY D-294-K
- R9 COUNTY SURVEY B-631-K
- R10 COUNTY SURVEY C-1397-W
- R11 PARTITION PLAT 2008-5

NARRATIVE OF SURVEY

For the narrative of survey see Sheet 1 of this map.

DETAIL OF BLOCK 22
Scale 1" = 60'

Note: Lots 4 and 7 are the property of the City of Lexington and are used as a street in lieu of the vacated portion of E Street.

The initial point of the Resurvey of Penland's Addition, A 1" o.d. iron pipe under the North-South fence. The pipe protrudes 6 inches.

REGISTERED PROFESSIONAL LAND SURVEYOR
Stephen K. Haddock
JULY 9, 2001
STEPHEN K. HADDOCK
56295LS
RENEWS 6-30-13

RECEIVED BY
Morrow County Surveyors
Date MAR 15 2012
Rec'd By SKB
1639-D

SHEET 2 OF 2

<p>SURVEY FOR Mr. Thomas Humphreys P.O. Box 431 Lexington, OR 97839</p>	PROJECT DATE: December 31, 2011	
	Project No. 11-26	SCALE: 1" = 200'
LOCATION: SE1/4, SW1/4, S27, T1S, R25E, W.M., MORROW COUNTY, OREGON	<p>WITNESS TREE SURVEYING Stephen K. Haddock, PLS, CFedS P.O. Box 6 Pilot Rock, Oregon 97868 (541) 443-2922</p>	