

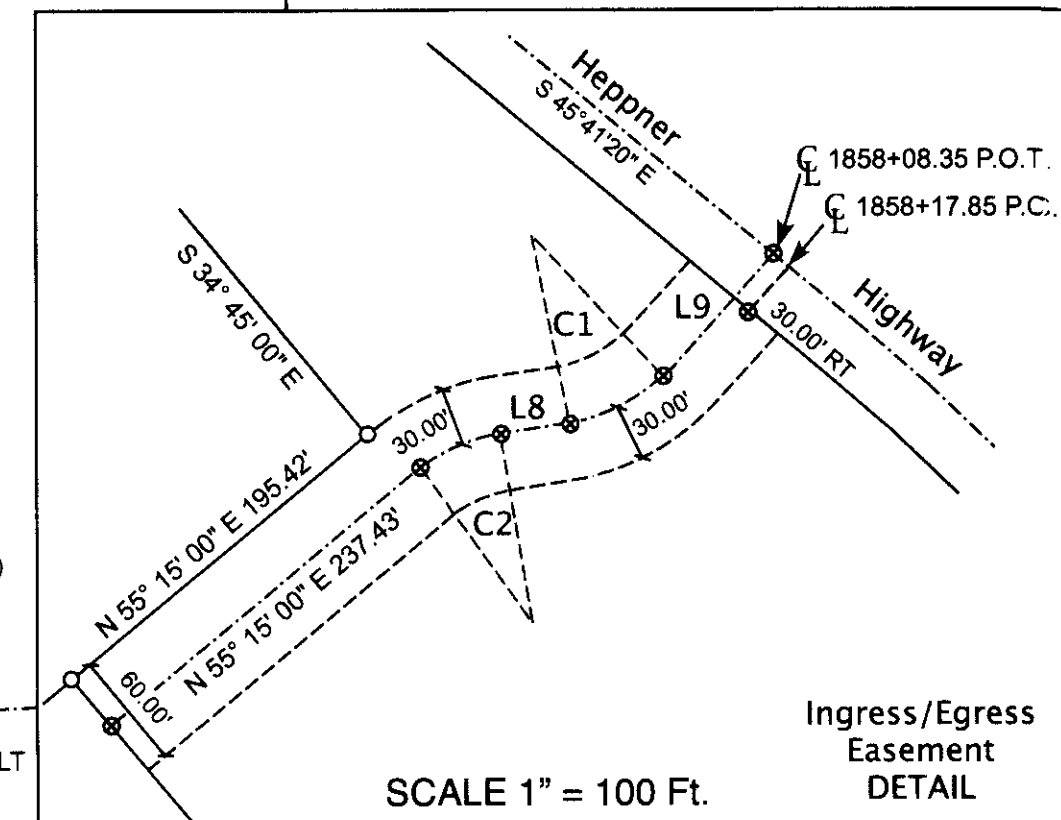
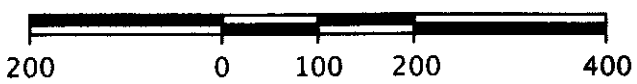
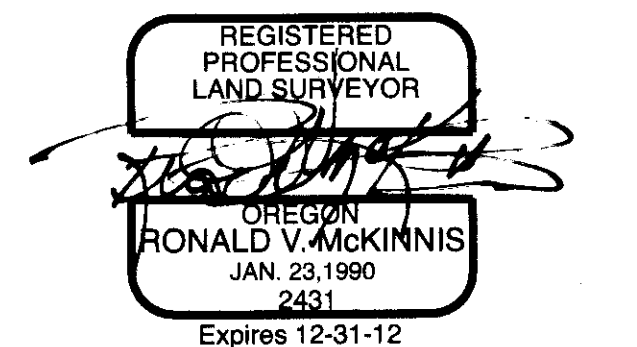
PARTITION PLAT No. 2012 - 8

Morrow County, Oregon LP-S-429
Township 2 South, Range 26 East, W.M.,
Sections 21 & 28,

for:
Port of Morrow
P.O. Box 200, #2 Marine Drive
Boardman, Oregon 97818

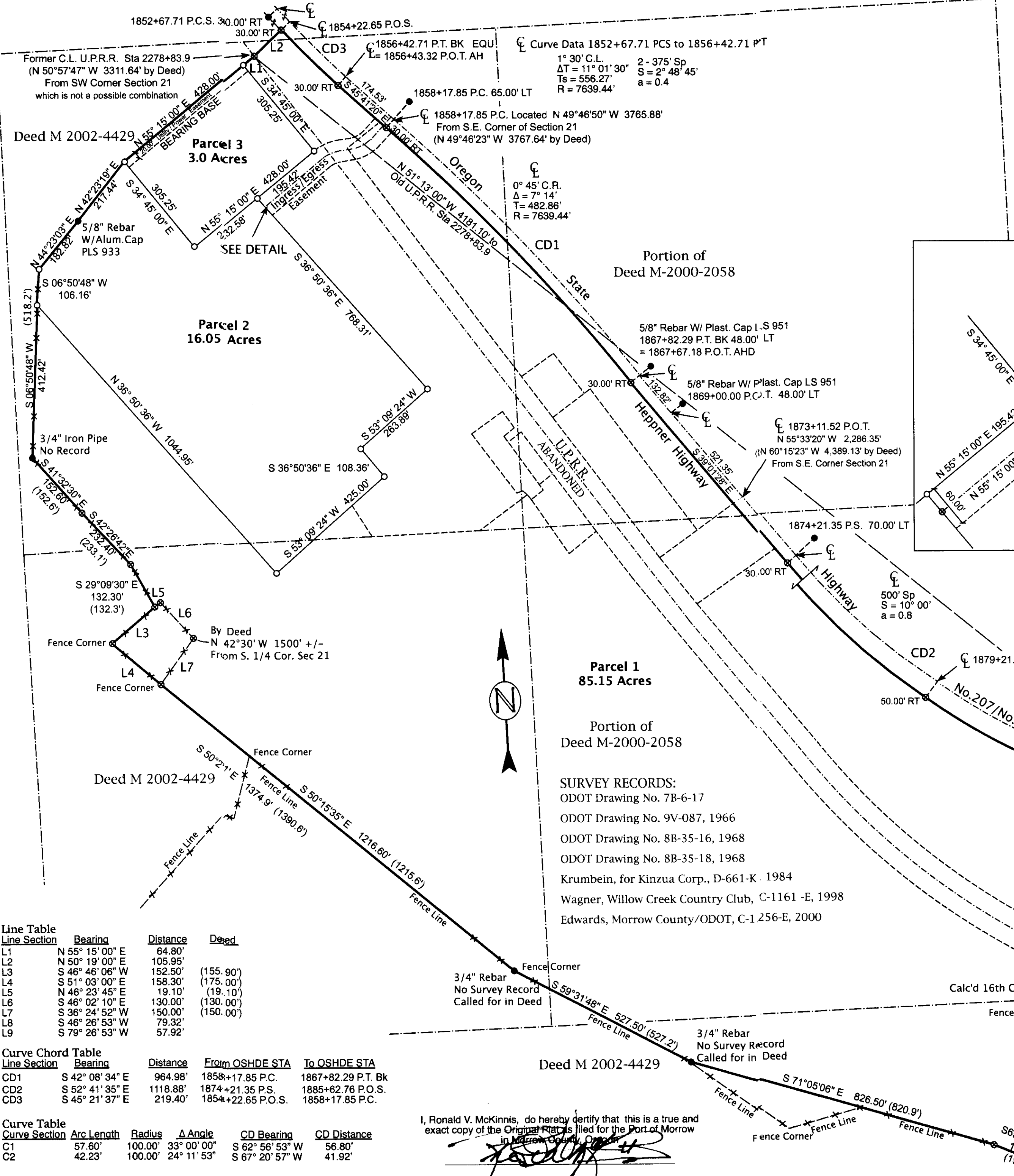
LEGEND

- Found Section Corner
- Found ODOT Monument or Other as Noted
- Set 5/8" x 30" Rebar W/ Plastic Cap, PLS #2431
- ⊗ CALCULATED POINT - Not Set
- SECTION LINES
- PARTITION BOUNDARIES
- (000) Deed Record Bearing / Distance



SCALE 1" = 100 Ft.

SCALE 1" = 200 Ft.
 July, 2012
 Rev. 08-28-12



SURVEY RECORDS:
 ODOT Drawing No. 7B-6-17
 ODOT Drawing No. 9V-087, 1966
 ODOT Drawing No. 8B-35-16, 1968
 ODOT Drawing No. 8B-35-18, 1968
 Krumbain, for Kinzua Corp., D-661-K 1984
 Wagner, Willow Creek Country Club, C-1161 -E, 1998
 Edwards, Morrow County/ODOT, C-1 256-E, 2000

Line Table

Line Section	Bearing	Distance	Deed
L1	N 55° 15' 00" E	64.80'	
L2	N 50° 19' 00" E	105.95'	
L3	S 46° 46' 06" W	152.50'	(155.90')
L4	S 51° 03' 00" E	158.30'	(175.00')
L5	N 46° 23' 45" E	19.10'	(19.10')
L6	S 46° 02' 10" E	130.00'	(130.00')
L7	S 36° 24' 52" W	150.00'	(150.00')
L8	S 46° 26' 53" W	79.32'	
L9	S 79° 26' 53" W	57.92'	

Curve Chord Table

Line Section	Bearing	Distance	From OSHDE STA	To OSHDE STA
CD1	S 42° 08' 34" E	964.98'	1858+17.85 P.C.	1867+82.29 P.T. BK
CD2	S 52° 41' 35" E	1118.88'	1874+21.35 P.S.	1885+62.76 P.O.S.
CD3	S 45° 21' 37" E	219.40'	1854+22.65 P.O.S.	1858+17.85 P.C.

Curve Table

Curve Section	Arc Length	Radius	Δ Angle	CD Bearing	CD Distance
C1	57.60'	100.00'	33° 00' 00"	S 62° 56' 53" W	56.80'
C2	42.23'	100.00'	24° 11' 53"	S 67° 20' 57" W	41.92'

I, Ronald V. McKinnis, do hereby certify that this is a true and exact copy of the Original Plat as filed for the Port of Morrow in Morrow County, Oregon.

ENGINEERING - LAND SURVEYING - WATER RIGHTS
R. V. MCKINNIS ENGINEERING
 79980 Prindle Loop Road
 Hermiston, Oregon 97838
 (541) -567-2017

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**Morrow County, Oregon LP-S-429
Township 2 South, Range 26 East, W.M.,
Sections 21 & 28,**

for:

**Port of Morrow
P.O. Box 200, #2 Marine Drive
Boardman, Oregon 97818**

SURVEYOR'S CERTIFICATE & NARRATIVE:

I, Ronald V. McKinnis, being a Registered Professional Land Surveyor of the State of Oregon, certify that I have correctly surveyed and monumented the lands as portrayed on this Plat according to ORS Chapter 92 of the State of Oregon.


This survey is based on surveys by ODOT, Krumbein, Edwards, and Wagner, all who either did their work on the Kinzua Property or to an adjacent Property. The Bearing Base is as shown, and is consistent with the original deed call for the property line adjacent to the Parcels that are created by this Plat. I have not done a survey, to this point of my surveying career that was as difficult to complete. Each time that I added information from another survey of record on adjacent properties or highway right of ways, the found information seemed to argue more with the deeds or previous record. I intended to be required to pin all of boundaries of the parcels within this plat, but after I was finally able to close the original boundary of the property deeded to the Port by Kinzua Resources, the remainder of the parent parcel was more than 80 acres. The real intent of this Plat was to create a 3.0 acre parcel to transfer title to the Miller Manufacturing site. The Port had previously created a discrete tax lot by PLA for a potential transactions around the Cogeneration Site. A secondary benefit is to solidify that parcel again in a Plat Procedure. The issues that made this survey so difficult are numerous and I will address each one throughout this narrative. State Highway 207 bisects the total property deeded to the Port. The original alignment of the highway was documented in ODOT Drawing No. 7B-6-17. The right of way of Highway 207 (at that time Highway 52) was 60 feet, 30 feet on each side of centerline. In the late 60's ODOT realigned the highway and, in a lot of cases, did so within existing right of way. Where they needed more room to change the highway widths or alignment, they acquired property in fee title and left fairly decent monumentation to re-establish the new centerline of the highway. Where the alignment was adjusted within the old 60' right of way, monumentation was very poor. Within the Kinzua site both scenarios existed for the determination of right of way limits. The new alignment was very easy to re-establish and the deeds to the property used that alignment in the description, but the real right of way boundary is not easy to obtain where fee title was not obtained and one cannot assume that the right of way is 30 feet on each side of centerline. Even though I show the edge of right of way being 30 feet, it may vary from that location and I have shown those locations more as a calculated offset of the new highway centerline alignment and not the actual edge of property. Krumbein set the Southeast Corner for Section 21 in 1980. He also surveyed and prepared descriptions for the Cogeneration Site for Kinzua a few years later. The centerline for the Union Pacific Railroad was easily found at the time of his survey. Since then there is little remnants of the old railroad. The descriptions of some of the tax lots within the Kinzua Property were based on the centerline location and engineer's stationing of the tracks. They were also based on the locations Krumbein's set Section Corner and on the Engineer's station of the new alignment for State Highway 207. I used all of this information to re-establish the necessary portions of the railroad to re-create the deeded boundaries of the parent parcel. I used the railroad stationing to set the north boundary of the deed and monumented this as the Bearing Base for the survey. Monuments were set along the west boundary at fence corners and a few of those monuments remain. There was no record of survey for these monuments and with only the fence and a couple of them to follow, the west boundary was hard to re-establish. I ignored the deed bearing calls and tried to make the distances match the fence corners. In some instances this worked well and in others it did not. When I got to the South boundary nothing seemed to match. I brought in the survey by Wagner for the Willow Creek Country Club in hope that it would help solve some of those problems. It kind of made matters worse and I found that the common property lines of the adjacent deeds had large gaps. Deeds M-174, M-175, & M-2001-2231 were all based on the location of the north south 16th line and the location of the Northwest Corner of the NE 1/4 of the NE 1/4 of Section 28. I used Wagner's pins for Partition Plat 1998-01 for the Willow Creek Country Club to try and establish that 16th corner. The existing fence line between the Kinzua property and the adjacent properties was not too bad for matching the line but ended on the south side of Willow Creek short of what I believe is the Section Line common to 21 & 28. Wagner did not, and was not required, to monument the West Line of Parcel 2 of 1998-01. Even though those lines were to be a common line between the adjacent deeds, bearings and distances did not match between the deeds which made resolution challenging. I pretty much worked distances from both directions to make the lines true and common based on fence lines and all other evidence. When I was done, there is more property on both sides of those common lines than was expressed in all of the deeds.

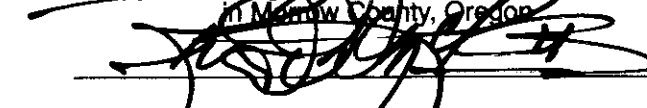
ACKNOWLEDGMENT / DEDICATION:

We, the undersigned owners of the lands shown on this plat, do hereby dedicate the Easements as shown on this Plat. We also acknowledge that we have caused this plat to be created and we recognize this Plat as the Official Plat and Map of the Partition as filed in the County of Morrow, State of Oregon.


Don Russell, Chairman,
Board of Commissioners, for Port of Morrow

On this 12th day of September, 2012, the above individual, Don Russell, appeared personally before me and is known to me to be the identical individual who executed this plat and acknowledgement and that he did so freely and voluntarily of his own will.

Before me: 
Notary Public for Oregon
My Printed Name is Maria Carmen Velasco
My Commission No. is 456867
My Commission Expires 3/17/15

I, Ronald V. McKinnis, do hereby certify that this is a true and exact copy of the Original Plat as filed for the Port of Morrow in Morrow County, Oregon.


PROPERTY DESCRIPTION:

The Property being partitioned is a portion of the Property Described in Morrow County Deed Records as M-2000-2058. The Deed was from Kinzua Resources, L.L.C. to the Port of Morrow that was originally described by M-59984 as:

Beginning at Oregon State Highway Department Engineers Centerline Station 1858+17.85 PC of the Bunker Hill - Heppner Section of the Heppner Highway, said point being North 49° 46' 23" West a distance of 3,767.64 feet from the Southeast Corner of Section 21, Township 2 South, Range 26 East of the Willamette Meridian, said point being the True Point of Beginning of this description; Thence along the Centerline of said Highway through a 0° 45' curve to the Right (the long chord of which bears South 42° 20' East, 963.80 feet) a distance of 964.44 feet to OSHD Engineers Centerline Station 1867+82.29 P.T. Bk = 1867+67.18 P.O.T. Ahd; Thence continuing along said Centerline South 38° 43' East a distance of 544.34 feet to OSHD Engineers Centerline Station 1873+11.52 P.O.T.; Thence leaving said Centerline South 55°05'42" West a distance of 170.35 feet; Thence North 35°03'11" West a distance of 520.11 feet; Thence South 54°56'48" West a distance of 23.26 feet; Thence North 35°02'40" West a distance of 149.48 feet; Thence South 54°52'17" West a distance of 166.75 feet to the centerline of the existing main Union Pacific Railroad Track; Thence along the centerline of said Track North 35°07'05" West a distance of 856.70 feet; Thence leaving said Centerline of said track North 37°39'08" East a distance of 196.79 feet to OSHD Engineer's Centerline Station 1857+30.51 P.O.T.; Thence along said centerline of said Highway South 45°57' East a distance of 87.34 feet to the Point of Beginning.

KINZUA OWNERS "STUDMILL TRACT"

Beginning at the Southeast corner of Section 21, Township 2 South, Range 26 East of the Willamette Meridian in Morrow County Oregon; Thence North 60°15'23" West a distance of 4,389.13 feet to Station 1873+11.52 on Oregon State Highway 207; Thence South 55°05'42" West a distance of 359.13 feet to an Iron Peg on the centerline of the Union Pacific Railroad Right of Way; Thence North 35°07'05" West along said right of way a distance of 521.24 feet to an Iron Peg; Thence South 54°56'48" West a distance of 98.34 feet to the True Point of Beginning of the following described parcel:
Thence South 34°33'12" East a distance of 159.75 feet; Thence South 55°26'48" West a distance of 48.64 feet; Thence North 34°33'12" West a distance of 32.10 feet; Thence South 55°26'48" West a distance of 18.36 feet; Thence North 34°33'12" West a distance of 223.15 feet; Thence North 55°26'48" East a distance of 111.0 feet; Thence South 34°33'12" East a distance of 56.0 feet; Thence South 55°26'48" West a distance of 44.0 feet; Thence South 34°33'12" East a distance of 39.50 feet to the True Point of Beginning.

KINZUA CORPORATION MILL SITE

Beginning at a point 219.5 feet East and 150.9 feet North of the Southeast corner of the SW 1/4 SE 1/4 of Section 21, Township 2 South, Range 26 East, of the Willamette Meridian, Morrow County, Oregon;
Thence North 34°45' East 278 feet; Thence North 04°35' West 125 feet; Thence North 70°00' West 259 feet along State Highway 207; Thence North 63°10' West 145 feet along State Highway 207; Thence North 49°25' West 459 feet along State Highway 207; Thence North 39°30' West 140 feet along State Highway 207; Thence North 36°33' West 653 feet along State Highway 207; Thence North 56°24' East 69.3 feet across State Highway 207; Thence North 36°03' East 386.2 feet along State Highway 207; Thence in a Southeasterly direction 612.0 feet along State Highway 207; Thence in a Northeasterly direction 548 feet to the North line of the Southwest 1/4 of the Southeast 1/4; Thence South 87°17' East 279 feet; Thence North 14°47' West 235 feet; Thence North 48°17' West 230.0 feet; Thence North 45°28' West 677.6 feet; Thence North 54°09' West 554.0 feet; Thence North 53°39' West 703.8 feet; Thence North 80°45' West 234.1 feet; Thence North 38°28' West 313.4 feet; Thence South 49°22' West 281.1 feet; Thence South 45°57' East 408.0 feet along State Highway 207; Thence South 42°11' East 196.0 feet along State Highway 207; Thence South 57°46' West 50.0 feet across State Highway 207; Thence North 45°11' West 329.8 feet along West side of State Highway 207; Thence South 50°19' West 105.1 feet to Center of Union Pacific Railroad right of way at Station 2278+83.9; Thence South 55°15' West 492.8 feet; Thence South 43°13' West 400.2 feet to Iron Peg; Thence South 08°17' West 518.2 feet to Iron Peg; Thence South 44°37' East 152.6 feet along barbwire fence to Iron Peg; Thence South 42°56' East 233.1 feet along said fence to Iron Peg; Thence South 27°40' East 132.3 feet along said fence to Iron Peg; Thence South 45°58' West 155.9 feet; Thence South 51°06' East 1390.6 feet along to an Iron Peg; Thence South 60°24' East 527.2 feet to an Iron Peg; Thence South 71°48' East 820.9 feet to an Iron Peg; Thence South 65°14' East 190.3 feet along fence to an Iron Peg; Thence North 00°21' West 440.6 feet along fence to an Iron Peg; Thence North 35°07' West 68.8 feet along fence to an Iron Peg; Thence along a fence with a right hand curve, the long chord of which bears North 79°01' East a distance of 210.3 feet to a point on the Northwest side of Union Pacific Railroad right of way. Distances from chord to fence are: Station 0+50 13.7 feet; Station 1+00 10.4 feet; Station 1+50 0.0 feet; Thence North 30°00' East 100.00 feet to the Point of Beginning.

EXCEPTING FROM KINZUA CORPORATION MILL SITE:

Beginning at Oregon State Highway Department Engineers Centerline Station 1858+17.85 PC of the Bunker Hill - Heppner Section of the Heppner Highway, said point being North 49° 46' 23" West a distance of 3,767.64 feet from the Southeast Corner of Section 21, Township 2 South, Range 26 East of the Willamette Meridian, said point being the True Point of Beginning of this description; Thence along the Centerline of said Highway through a 0° 45' curve to the Right (the long chord of which bears South 42° 20' East, 963.80 feet) a distance of 964.44 feet to OSHD Engineers Centerline Station 1867+82.29 P.T. Bk = 1867+67.18 P.O.T. Ahd; Thence continuing along said Centerline South 38° 43' East a distance of 544.34 feet to OSHD Engineers Centerline Station 1873+11.52 P.O.T.; Thence leaving said Centerline South 55°05'42" West a distance of 170.35 feet; Thence North 35°03'11" West a distance of 520.11 feet; Thence South 54°56'48" West a distance of 23.26 feet; Thence North 35°02'40" West a distance of 149.48 feet; Thence South 54°52'17" West a distance of 166.75 feet to the centerline of the existing main Union Pacific Railroad Track; Thence along the centerline of said Track North 35°07'05" West a distance of 856.70 feet; Thence leaving said Centerline of said track North 37°39'08" East a distance of 196.79 feet to OSHD Engineer's Centerline Station 1857+30.51 P.O.T.; Thence along said centerline of said Highway South 45°57' East a distance of 87.34 feet to the Point of Beginning.

ALSO EXCEPTING FROM KINZUA CORPORATION MILL SITE:

That portion lying in State Highway 207 right of way.
ALSO EXCEPTING FROM KINZUA CORPORATION MILL SITE:
The "Studmill" site as conveyed to Kinzua Owners by Deed recorded June 9, 1987 as M-29097, Morrow County Deed Records.

ALSO EXCEPTING FROM KINZUA CORPORATION MILL SITE:

The "ENERGY SITE" as described in Ground Lease recorded December 14, 1983 as M-22524, Morrow County Deed Records.

ALSO EXCEPTING FROM KINZUA CORPORATION MILL SITE:

Beginning on the East right of way line of State Highway, which point lies North 47°52'26" West 3,902.66 feet from the Southeast Corner of Section 21; Thence North 49°22' East 281.10 feet; Thence South 38°28' East 313.40 feet; Thence North 80°45' West 76.50 feet; Thence South 52°50' West 67.00 feet; Thence North 39°10' West 40.00 feet; Thence South 29°20' West 40.00 feet; Thence South 35°45' East 172.00 feet; Thence South 55°53' West to the East right of way of the State Highway; Thence Northwesterly to the Point of Beginning.

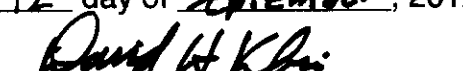
COGENERATION SITE


Beginning at Station 2278+83.9 on the centerline of the Union Pacific Railroad, said point being North 50°57'47" West of the Southwest Corner of Section 21, Township 2 South, Range 26 East, of the Willamette Meridian, Morrow County, Oregon, a distance of 3,311.64 feet; Thence South 55°15' West 492.8 feet; Thence South 43°13' West 217.2 feet to an Iron Peg which is the True Point of Beginning of this description; Thence South 36°12' East 357.7 feet to an Iron Peg; Thence North 52°14' East 185.65 feet to an Iron Peg; Thence South 36°11' East 212.2 feet to an Iron Peg; Thence South 34°08' West 118.2 feet to an Iron Peg; Thence South 41°59' East 245.4 feet to an Iron Peg; Thence South 44°51' West 260.7 feet to an Iron Peg; Thence South 44°06' East 142.3 feet to an Iron Peg; Thence South 45°54' West 69.0 feet to an Iron Peg; Thence North 57°10' West 120.2 feet to an Iron Peg; Thence North 04°30' West 153.3 feet to an Iron Peg; Thence North 21°03' West 341.8 feet to an Iron Peg; Thence North 34°47' East 150.9 feet to an Iron Peg; Thence North 15°58' East 73.2 feet to an Iron Peg; Thence North 83°36'40" West 73.89 feet to a point on the East Bank of Willow Creek; Thence North 71°39' West 61.38 feet to a point on the East Bank of Willow Creek; Thence North 22°42'16" West 51.42 feet to a point on the East Bank of Willow Creek; Thence North 66°18'52" West 57.80 feet to a point on the East Bank of Willow Creek; Thence North 59°56'52" West 54.63 feet to a point on the East Bank of Willow Creek; Thence North 77°33'01" West 66.60 feet to a point on the East Bank of Willow Creek; Thence North 62°05'17" West 64.13 feet to a point on the East Bank of Willow Creek; Thence North 16°24'02" West 53.14 feet to a point on the East Bank of Willow Creek; Thence North 58°00'08" West 53.85 feet to a point on the East Bank of Willow Creek; Thence North 30°28'45" East 126.32 feet to a point on the East Bank of Willow Creek; Thence North 60°54'02" West 55.04 feet to a point on the East Bank of Willow Creek; Thence North 84°56'41" West 75.82 feet to a point on the East Bank of Willow Creek; Thence North 74°22'42" West 20.85 feet to an Iron Peg on the East Bank of Willow Creek; Thence North 43°13' East 183.0 feet to the True Point of Beginning of this description.


EXCEPTING ALL THAT PORTION OF THE DEED LOCATED ON THE EAST SIDE OF HIGHWAY #207 (HEPPNER HIGHWAY)

APPROVALS:

I certify that I have examined and approved this Partition Plat in accordance with ORS Chapter 92 and the Morrow County Subdivision Ordinance pertaining to Partition Plats only on this

12 day of September, 2012

Umatilla County Surveyor

I certify that I have examined and approved this Partition Plat on this 11 day of September, 2012

Morrow County Planning Director

I certify that I have examined and approved this Partition Plat on this 13 day of September, 2012

Morrow County Tax Assessor
Morrow County Tax Collector

Morrow County Clerk
Recording Information

STATE OF OREGON SS }
County of Morrow

I certify that this instrument was received and recorded in the book of records of said county.
Bobbi Childers,
Morrow County Clerk

by:
DOC #: 2012-30899
RCPT:
09/13/2012 @ 3:56pm



ENGINEERING - LAND SURVEYING - WATER RIGHTS
R. V. McKINNIS ENGINEERING
79980 Prindle Loop Road
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(541)-567-2017